

MASON'S  
DELICIOUS  
O.K.  
SAUCE.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

Qualified Optical Service.

N. LAZARUS,  
OPHTHALMIC OPTICIAN,  
(Hongkong's Only European  
Optician)  
12, Queen's Road Central.  
Manager—E. A. COOPER.  
Sight Testing Optician by  
Canadian Government Exam-  
ination, Fellow of the American  
Optometric Association.

No. 20,773

號三十七百七零萬二第

日七初月元年丑乙

HONGKONG, FRIDAY, JANUARY 30TH, 1925

五拜禮

年四十四國民華中

PRICE, \$3 PER MONTH

INTIMATIONS

## EXSHAW No. 1 BRANDY

THE NAME  
DESCRIBES ITSELF  
IT IS  
No. 1.

SOLE AGENTS:

CALDBECK,  
MACGREGOR  
& CO., LTD.

214, QUEEN'S ROAD CENTRAL. TEL. 75 CENTRAL

SPORTING.

JUNS by W. W. GREENER WEBLEY  
and SCOTT, and Other Makers—British,  
French and American.  
S.S.A. Air Rifles, and Miniature Rifles,  
Calibre, Repeating and Automatic.  
SPORTING CARTRIDGES of all descrip-  
tions.  
Agents for W. W. GREENER, LIMITED,  
LONDON.

HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
5-C, BEACONFIELD APTS. [59]

BOWEN & CO.  
No. 3, MURDOCH ROAD,  
SHANGHAI.

Member, British Chamber of Commerce  
(Shanghai). Mr. T. W. BOWEN, Fellow of  
the Institute of Chartered Shipbrokers, In-  
corporated by Royal Charter, London.  
STAMEN AGENTS AND SHIPBROKERS  
For the Purchase, Sale and Charter of Vessels  
of any Tonnage, Passenger and/or Cargo, New  
and/or Old, with delivery China at Very Low  
Prices.  
SAVING OPERATIONS, MARINE SURVIVORS,  
ABANDONED, COAL, MACHINERY,  
FURNITURE, BOOKS, METAL MERCHANTS,  
Machinery for Sale, New and Old in First  
Class Condition.  
IMPORTERS AND EXPORTERS, SHIPBROKERS,  
(Members, Shanghai Ship-Brokers' Associa-  
tion).  
SOLE AGENTS FOR CHINA—  
GRANT'S PATENT ANCHORS,  
SANTAL WARRER & Co., Ltd. (Sheffield),  
High-Class Steel Manufacturers (Tank  
Brand).  
Catalogues and Price-Lists on application.  
(Enquiries Welcomed).  
CABLE ADDRESS: BOWEN, SHANGHAI.  
CODES: Bentley's, Scott's, A.B.C.  
5th Edition and Improved.

RUSSO-ASIATIC BANK.  
Capital (Fully Paid) ... 55,000,000  
Reserve Fund ... 28,900,000  
Capital contributed by the  
Russian Government ... 5,500,000  
Reserve Fund ... 1,750,000

HEAD OFFICE:  
Paris, 9, Rue Boudreau.  
LONDON OFFICE:  
64, Old Broad Street, E.C.2.

BRANCHES IN ASIA:  
London: Messrs. Glyn, Mills, Currie & Co.;  
Société Générale pour l'Avance-  
ment du Commerce et de l'Indus-  
trie en France.  
Paris: Société Générale pour l'Avance-  
ment du Commerce et de l'Indus-  
trie en France; Banque de Paris et des  
Pays-Bas.  
Hong Kong: Société Générale pour l'Avance-  
ment du Commerce et de l'Indus-  
trie en France.  
New York: The Irving Bank, Columbia  
Trust Company.  
San Francisco: The Crocker National Bank  
at San Francisco.

BRANCHES IN ASIA:  
Changchun, Hankow, Harbin, Tientsin,  
Ulsan, Harbin, Nanchang, Urumchi,  
Dairen, Hongkong, Peking, Yokohama,  
Kobe, Shanghai.  
HONGKONG BRANCH:  
Interest allowed on Current Accounts and  
Fixed Deposits. Terms on application. Local  
Bill Discounted.  
Foreign Branches on the Principal Office of  
the Bank at London.  
L. BARNES,  
Manager.

## KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

STATIONS	AM.	PM.	AM.	PM.	AM.	PM.	AM.	PM.
Kowloon	6.40	8.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau-mat	6.50	8.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	7.02	8.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai-po	7.16	8.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai-po Market	7.21	8.54	11.09	12.39	1.54	5.14	6.09	7.49
Fanning	7.32	9.05	11.19	12.49	2.05	5.24	6.19	7.59
Shuangshui	7.36	9.09	11.23	12.53	2.09	5.28	6.23	8.03
Shumchun	7.42	9.15	11.29	12.59	2.15	5.34	6.29	8.09
Shumchun	7.51	9.24	11.38	13.08	2.24	5.43	6.38	8.18
Shuangshui	7.58	9.31	11.45	13.15	2.31	5.50	6.45	8.25
Fanning	8.02	9.35	11.49	13.19	2.35	5.54	6.49	8.29
Tai-po Market	8.07	9.40	11.54	13.24	2.40	5.59	6.54	8.34
Tai-po	8.11	9.44	11.58	13.28	2.44	6.03	6.58	8.38
Shatin	8.15	9.48	12.02	13.32	2.48	6.07	7.02	8.42
Yau-mat	8.19	9.52	12.06	13.36	2.52	6.11	7.06	8.46
Kowloon	8.23	9.56	12.10	13.40	2.56	6.15	7.10	8.50

SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	AM.	PM.	AM.	PM.	AM.	PM.	AM.	PM.
Kowloon	6.40	8.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau-mat	6.50	8.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	7.02	8.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai-po	7.16	8.49	11.04	12.34	1.49	5.09	6.04	7.44
Tai-po Market	7.21	8.54	11.09	12.39	1.54	5.14	6.09	7.49
Fanning	7.32	9.05	11.19	12.49	2.05	5.24	6.19	7.59
Shuangshui	7.36	9.09	11.23	12.53	2.09	5.28	6.23	8.03
Shumchun	7.42	9.15	11.29	12.59	2.15	5.34	6.29	8.09
Shumchun	7.51	9.24	11.38	13.08	2.24	5.43	6.38	8.18
Shuangshui	7.58	9.31	11.45	13.15	2.31	5.50	6.45	8.25
Fanning	8.02	9.35	11.49	13.19	2.35	5.54	6.49	8.29
Tai-po Market	8.07	9.40	11.54	13.24	2.40	5.59	6.54	8.34
Tai-po	8.11	9.44	11.58	13.28	2.44	6.03	6.58	8.38
Shatin	8.15	9.48	12.02	13.32	2.48	6.07	7.02	8.42
Yau-mat	8.19	9.52	12.06	13.36	2.52	6.11	7.06	8.46
Kowloon	8.23	9.56	12.10	13.40	2.56	6.15	7.10	8.50

SHA TAU KOK BRANCH.

STATIONS	AM.	PM.	AM.	PM.	STATIONS	AM.	PM.	AM.	PM.
Fanning	7.45	11.30	2.20	6.25	Shatankok	7.25	11.10	2.00	5.55
Shatankok	8.40	12.25	4.15	7.20	Fanning	7.25	11.10	2.00	5.55
SUNDAYS AND PUBLIC HOLIDAYS.					SUNDAYS AND PUBLIC HOLIDAYS.				
STATIONS	AM.	PM.	AM.	PM.	STATIONS	AM.	PM.	AM.	PM.
Fanning	7.45	11.30	2.20	6.25	Shatankok	7.25	11.10	2.00	5.55
Shatankok	8.40	12.25	4.15	7.20	Fanning	7.25	11.10	2.00	5.55

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. Thos. Cook & Son, Ltd., Hongkong, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

H. P. WINSLOW, Manager.



## JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.

### MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14 PEDDER STREET, HONGKONG.

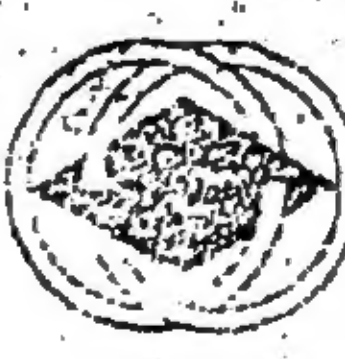
## THE STANDARD LIFE ASSURANCE CO.

Assurance by Monthly Payments. Benefits of Life Assurance brought within reach of those to whom the payment of a large sum yearly, half-yearly or quarterly may be an inconvenience. Liberal conditions as to Loan, Surrender, and Paid-up Policy Value.

Apply to

DODWELL & CO., LTD.,  
AGENTS,  
2, QUEEN'S BUILDINGS.

## KAIPING COAL



COKE!  
FIREBRICKS,  
STONEWARE PIPES,  
GLAZED TILES.

THE KAILAN MINING ADMINISTRATION,  
HEAD OFFICE—TIENHSIN.

AGENTS: DODWELL & CO., LTD.,  
HONGKONG.

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).  
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

Sailings to Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).  
Sailings from Macao—Daily at 8 a.m. and 3 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office 44, Des Voeux Rd. Central, Messrs. Thos. Cook & Son, Ltd., or the AMERICAN EXPRESS COMPANY, Hongkong.

## CAMMELL LAIRD & Co., LTD

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., &c.

Birkenhead, Sheffield, Nottingham, Birmingham, Leeds, Penistone and London.

RAILS, SPRINGS, TYRES, AXLES, FILES.

High Speed Tool Alloy Moulding Drill Spring Best Cast Tool } STEELS { To specification for special purposes.

13, PEKING ROAD, SHANGHAI.

## REPULSE BAY HOTEL.

## CARNIVAL

ON

SATURDAY, February 7th, 1925

Fancy or Evening Dress Optional

LATE CAR TO PEAK 1.00 a.m.

LATE BUS TO HONGKONG HOTEL

12.00 Midnight

Tables for above May Now Be Booked

AT

THE HONGKONG or REPULSE BAY HOTELS

Tel. C.32 and C.807.

THE HONGKONG & SHANGHAI HOTELS, LTD.

THE BANK OF CANTON, LIMITED.

HEAD OFFICE: HONGKONG

Established 1912.

Authorized Capital ... £1,200,000  
Paid Up Capital ... £1,078,580  
Silver Reserve Fund ... £700,000

Foreign Exchange and General Bank-  
ing business transacted.  
Interest allowed on

CURRENT ACCOUNTS  
2% per annum on daily credit balances  
of over \$100.  
SAVINGS  
4% annum

DEPOSITS  
for 12 months 5% per annum  
for 6 " 4 " " "  
for 3 " 3 " " "  
on demand 2% " "

BRANCHES: Shanghai, Hankow, Bangkok  
and New York.  
LONDON BRANCH:  
The Lloyds Bank, Limited.

LOOK POONG SHAN  
Chief Manager.

## CHINA AUCTION ROOMS.

FOR GOOD THINGS and REAL

BARGAINS Come to The

CHINA AUCTION ROOMS,  
China Building,  
Ground Floor.

SOCIETE FRANCAISE DE

GERANCE.

DE LA BANQUE

INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO-CHINOIS.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:

Paris, 74, Rue St. Lazare.

Capital ... Frs. 10,000,000

Reserves ... Frs. 10,790,000

Working fund provided by

THE BANQUE INDUSTRIELLE DE CHINE

Fr. 50,000,000.

BANKERS:

France: Societe Generale, Banque Nationale de

Credit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust.

Every description of Banking and Exchange

Business transacted.

Correspondents throughout the World.

M. FITZ-HENRY,  
Manager.

Hongkong, 12th July, 1924.

ON SALE.

HONGKONG HANSHARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1922.

Revised by the Members.  
PUBLISHED BY THE HONGKONG HANSHARD REPORTS  
Daily Press Office.

HOTELS

THE

## HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL

FRANK HOTEL

Telegraphic Address:

"KREWEIN, H. NGKONG."

AND

## SHANGHAI

ASTOR HOUSE HOTEL PALACE HOTEL

GRAND HOTEL KALAN; MAJESTIC HOTEL

Telegraphic Address:

"CENTRAL, SHANGHAI"

HOTELS,

LIMITED.

In association with the GRAND HOTEL and

WATSON LEE, Ltd., SHANGHAI.

## KING EDWARD HOTEL.

CENTRAL LOCATION

Electric Lifts and Lighting.

Telephones on each floor.

Hotel Luncheon meals all Steamers.

Telephones Central No. 373.

Tel. Address: VICTORIA.

J. WITCHELL,

Manager.

The Only Hotel in CANTON

Directly under European

Management

THE VICTORIA HOTEL

SHANGHAI.

Grades

and Trips

arranged for

and Special Cars

Taken of TOURISTS.

Cable Address: "VICTORIA."

## PALACE HOTEL

Tel. Kowloon No. 2. Tel. Ad. "PALACE."

Three Minutes from Kowloon Wharf, Ferry

Wharf and Railway Station.

Entirely under English Management.

Electric Light and Fan Traction.

EVERY ROOM WITH PRIVATE BATHS

Lounge Bar and Billiard Rooms. Unrivalled

of Orleans under the personal supervision of

the Proprietor.

TERMS MODERATE.

Special Terms to Families on application to

J. H. OXBERRY,

Proprietor.

## A LING & CO.

19, Queen's Road Central,

HONGKONG.

FURNITURE AND PHOTO

GOODS STORE

Glass Moulding, Sign-Board and

Mirror Making.

Canton Marble in Various Shades.







**THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.**  
Tel. Central 230. 2, Queen's Buildings.

SOLE AGENTS FOR  
**BELL'S UNITED ASBESTOS CO. LTD.**  
MANUFACTURERS OF

"Victor Metallic," "Dagger," "Quadruple" and  
"Reefer" Packings.

Bell's Asbestos Compositions.  
"Salamander" Engine & Cylinder Oils.  
"Salamanderite Jointing."

## QUEEN'S THEATRE.

To-day Special Children's Matinee,  
at 2.30 p.m.

Souvenir Tickets—No Blanks

Each Ticket entitled to a Prize

Gold Watches, Toys, Perfumes, Confectionery, etc.

TO-DAY, at 5.15 p.m. & 9.15 p.m.

MANILA VAUDEVILLE COMPANY

AND

MARY PHILBIN

The "Merry-Go-Round" Girl

IN

"FOOLS' HIGHWAY"

A Universal-Jewel De Luxe.

## HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

STRUCTURAL ENGINEERS AND CONTRACTORS.  
SPECIALISTS IN REINFORCED CONCRETE CONSTRUCTION.  
FOUNDATIONS BY THE FRANKI PILING SYSTEM.

Our Head Office has been moved from Powell's Building, Des Voeux Road Central, to more commodious premises on the 3rd Floor of St. GEORGE'S BUILDING, CHATER HONGKONG, (over the offices of Messrs. Shewan Tomes & Co.)

Telephones ... Central 4581 (two lines).

## LA TROPICAL PERFECTOS

The Finest JAMAICA CIGARS ever manufactured.

Made by the Famous Factory of

B. & J. MACHADO CO., LTD.,

Try A Box of 25 To-day.

## TABACQUERIA FILIPINA

LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

## PROMONTA

Is an exceedingly effective and strengthening medicine.

The chief ingredient in its composition is obtained from natural nerve matter and contains in the synthesis all the properties to be found in the normal nerve matter.

This remedy can be applied in cases of:

Neurasthenia, all kinds of fatigue and exhaustion, insomnia arising from psychico-nervous causes, malnutrition and its resultant ailment, anaemia, bloodlessness, impaired vitality.

Convalescence, senile decay of the nervous system, after-effects of tropical anaemia and one-sided diet, etc.

PIANOS FOR SALE OR HIRE

TSANG FOOK PIANO CO.

TEL. 2127

242, WANGHAI ROAD.

## COMPANY REPORT.

### THE "STAR" FERRY CO., LTD.

The report for presentation to shareholders at the twenty-seventh ordinary annual meeting states:—

The Directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the eight months ended December 31st, 1924.

The net earnings, of the boats, after paying all working expenses, amounted to \$245,000.78.

The amount at credit of Profit and Loss Account (after paying for repairs, allowing for Directors' and Auditor's fees and depreciation, including \$37,232.71 brought forward, is \$311,413.08 which, with the approval of shareholders, it is proposed to appropriate as follows:—

To pay a Dividend of \$1.50 ... \$ 60,000.00  
To pay a Bonus of \$1.00 ... 40,000.00  
To carry forward ... 311,413.08

\$311,413.08

Directors.—Mr. B. D. F. Beith joined the Board in place of Mr. D. G. M. Bernard resigned. In accordance with the Articles of Association Mr. C. Gordon Mackie retired but being eligible offers himself for re-election.

Auditor.—The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

## CHINESE OVERSEAS TRADE.

[FROM THE "CHINESE ECONOMIC BULLETIN."]

The Sze Hai Tung Bank, Singapore, established in 1907, was the earliest Chinese overseas bank. It has been succeeded by fourteen other banks, including the China and South Sea Bank, which was organised by Hwang Yi Chu of Samarang in 1921, with head offices in Shanghai. The China and South Sea Bank now occupies an important position among Chinese bankers in the country. The total amount of authorised capital of the 15 overseas merchants banks is about \$100,000,000, and the paid-up capital, \$37,000,000. The China and South Sea Bank has branch offices in Tientsin, Hankow, and Amoy. The Ho Hong Bank, Singapore, has six branches, and the Chinese Overseas Merchants' Bank, Singapore, four branches. With the exception of the China and South Sea Bank, most of the overseas Chinese banks deal principally in loans. Dealing in drafts and foreign exchange is a subsidiary business. Following is a list of the banks organised by overseas Chinese merchants together with locations.

China and South Sea Bank, Shanghai; China Banking Corporation, Philippine Islands; Chinese Merchants' Bank, Singapore; Sze Hai Tung Bank, Singapore; Chinese Overseas Merchants' Bank, Singapore; Ho Hong Bank, Singapore; Lee Hwa Bank, Singapore; Wai Hing Lee Bank, Penang; China Banking Corporation, Ipoh; Bank of Chantabun, Chantabun; Bank of Batavia, Batavia; Chinese Bank, Samarang; Huang Chungshan's Bank, Samarang; Ma Sum Chuan's Bank, Samarang; Chinese Commercial Bank, Manila. Recently, a Chinese merchant at Samarang, Kwo Chan Yang, proposed to organise a bank with a capital of \$100,000,000. The head office is planned to be opened in Shanghai or Peking, and branch offices in all important cities throughout the world. Mr. Kwo is a rich sugar and cotton merchant in Samarang. His scheme is supported by Mr. Seiling, former President of the Bank of Java.

## SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their latest circular, state:—The steadiness of our market which we reported in our last circular has been accentuated during the period under review owing to purchases effected by Japan, Java, Cuba and Europe for delivery in January and February. During the last few days a strong advance has been reported in Hongkong and Singapore. Under these circumstances, and with supplies of paddy still below the average, our market has strongly advanced and closes very firm. We may add that notwithstanding the very good crop which we will have this year, we do not see immediate prospects of a substantial decline in the present quotations. New Crop.—Official reports confirmed the quantity available for export of 1,350,000 tons, which we have already given, but the true outturn crop is not yet known as the harvesting is still going on in some districts.

## HONGKONG SHARE MARKET.

### CLOSING QUOTATIONS.

JANUARY 29TH, 1925.

Hongkong and Shanghai Banks	\$1,195 b., \$1,205 a.
Chartered Bank	\$155 a.
Hongkong Fire Insurance	\$715 nom.
Union Insurance	\$261 b.
Douglas Steamships	\$37 b.
H.K. & C. M. Steamboats	\$32 b.
"Star" Ferries	\$130 nom.
Waterboats	\$184 b.
"Shell" Transports	\$35 b.
China Sugar	\$22 b.
Leungkai (combined)	Tls. 29 nom.
Kowloon Wharves	\$211 b.
Whampoa Docks	\$152 a.
Shanghai Docks	Tls. 107 a.
H.K. & S. Hotels	(old) \$18, (new) \$17 nom.
Hongkong Land	\$108 b.
Humphreys Estates	\$23 nom.
Ewo Mills	Tls. 123 b.
Shanghai Cottons	(old) Tls. 61 nom.
Oriental	Tls. 4.20 nom.
Cements (combined)	\$23 b. & a.
China Lights (combined)	\$26 b.
Provident	(old) \$181 b.
(new)	\$394 b.
Dairy Farms	\$224 b.
Electric	\$450 nom.
Hongkong Ropes (combined)	\$54 b.
Tramways	\$54 b.
Watsons	(old) \$22 nom. (new) 144 b.
Peak Tram (old)	\$28 a.

b.—buyers; s.—sellers; a.—sellers.



## Promoting Happiness

I'm always happy, sir, and when you're happy yourself you promote the happiness of others.

I'm happy because I bring happiness—in the form of Kensitas—into the lives of all smokers of discrimination and taste, like yourself, sir.

You know—as I always say—"There's only one thing as good as a Kensitas, and that is another Kensitas."

**Kensitas**  
the preferred cigarette

Manufactured by J. WILK & SONS, LTD., 15-16 PICCADILLY, LONDON, W.1, ENGLAND.  
Wholesale only to DONNELLY & WHITE, Distributors for Hongkong and South China, 2 QUEEN'S BUILDINGS. Telephone: Central 624.

Obtainable at Lane, Crawford, Ltd.,  
Tobacconists, Filinvest, Grace, & Co., Ltd.,  
and all first-class  
Tobacconists.  
At 95 cents  
per tin of 50

## CLEARANCE SALE

OF  
All Millinery and  
Knitted Goods.

MAUDE BRENNAN.

2ND FLOOR, ASIATIC BUILDINGS.

## SPECIAL ANNOUNCEMENT HONGKONG HOTEL

THURSDAY, January, 29th  
FRIDAY, " 30th  
SATURDAY, " 31st  
MONDAY, February, 2nd  
TUESDAY, " 3rd

There will be No

TEA DANCES

at  
THE HONGKONG HOTEL

on any of the above Dates.

The Hongkong & Shanghai Hotels, Ltd.

[1786]

## G. E. WARREN & CO., LTD. SANITARY ENGINEERS, MONUMENTALISTS, &c.

OFFICES 31D, WYNDHAM STREET.

TEL. C. 269. HONGKONG.

JUST RECEIVED

A STOCK OF  
4' RECTANGULAR RAIN-  
WATER PIPES,  
HEADS & SHOES,  
H. P. WATER FILTERS, BATHS,  
BASINS, Etc.

ESTIMATES FREE FOR ALL KINDS OF  
MONUMENTAL WORK &c., IN  
ITALIAN MARBLE—POLISHED OR  
FINELY PUNCHED HONGKONG  
GRANITE.

To Own or Selected Design.

A LARGE STOCK OF ARTIFICIAL  
WREATHS. [1488]

## CINEMA NOTES.

THE CORONET.  
Charlie Chaplin has produced a really serious film, "A Woman of Paris," which by some critics has been acclaimed a masterpiece. His genius as a producer consists in an infinite capacity for concentrating on little things. His method is subtle in the extreme, and he suggests the course of events so cleverly by apparently minor events that the intelligent spectator should be able to follow the whole action by a kind of instinct rather than by any conscious effort to grasp what is taking place.

The excellence of the acting in "A Woman of Paris" is not all due to the genius of Charlie Chaplin. In the leading part Edna Purviance is admirably tragic and always subdued. The smaller characters are also excellently played.

QUEEN'S THEATRE.  
In "Fools' Highway," her latest Universal-Jewel starring production, adapted from "My Mamie Rose," Owen Kildare's famous life-story, showing to-day at the Queen's Theatre, Mary Philbin plays the role of Mamie Rose, a little wife of the old Bowery. Miss Philbin is supported by a strong cast including Pat O'Malley, who plays the lead opposite her, Buster Collier, Jr., Max Davidson, Kate Price, Charlie Murray, Edwin J. Brady, Lincoln Plumer.

The Mamie Vaudeville Co. are extending their engagement here for a further two weeks and will give entire changes of programme each week on Monday, Thursday and Saturday.

Produced by  
the greatest film artist in the world ———  
as a tribute to  
the girl who has appeared in nearly all  
his pictures

## A WOMAN OF PARIS

with

EDNA PURVIANCE

is the greatest Chaplin picture ever  
thrown upon a screen, though Charlie  
himself does not play a part.

It is the first technically Perfect Photo-  
drama!

A Perfect Story,  
Perfect Settings,  
Perfect Acting!

Do not think that, because we not  
increase prices, it is not a super-picture

TO-DAY, at  
2.30 p.m., 5.15 p.m., 7.15 p.m. and 9.15 p.m.

## THE CORONET

TO-DAY and SATURDAY

THE  
STAR

JAN. 30  
and  
JAN. 31

Direct from the

FOLIES—BERGERES

SERGINE & LUDO

Artistic Dancers Extraordinary

YVONNE DEMAY

in

Delightfully French Chansons Comiques

MAJUREL

Baritone

DUGARD

Comedian—Parodist—Impersonator

LES ANAGLYPHES

"Living Movies"

together with

ANNA Q. NILLSON

in

"INNOCENCE"

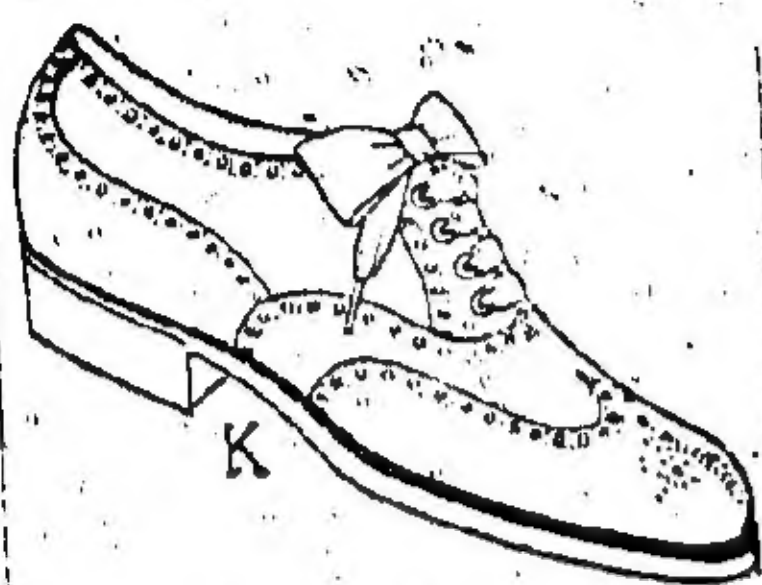
The Drama Surprising

Prices

5.30 p.m. Circle and Stalls \$1.20; Pit 60 cts.  
9.15 p.m. " " \$2.00; " \$1.00  
Servicemen Half Price.



# K Shoes



We all like our old Shoes, they are comfortable friends of long standing.

K Shoes are comfortable from the day you buy them. They are so well cut, so well built and are made in such a variety of widths and lengths that any man can be perfectly fitted.

Stocked in plain and Brogue styles.

**Mackintosh**

& CO., LTD.

MEN'S WEAR SPECIALISTS

Alexandra Building, Des Vaux Road.



TAKE A PEG

OF JOHN BEGG

BLUE CAP

AND

GOLD CAP

DONNELLY

&

WHYTE,

SOLE AGENTS.

TEL. 636.

JUST ARRIVED.

FRESH SUPPLIES OF  
**HUNTLEY & PALMERS**  
PEEK FREAN

JACOB'S  
FANCY ASSORTED

**BISCUITS.**

THE SINCERE CO., LTD.

HALF PRICE

BARGAINS

AT

**WHITEAWAY'S**

GREAT SALE

ON

MONDAY, Feb. 2nd, till SATURDAY, Feb. 7th.

DO NOT MISS THE WONDERFUL  
VALUES WE ARE OFFERING.

SALE FINISHES FEBRUARY 14th.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
HONGKONG.

## LOCAL PIRACY REGULATIONS.

### A MINORITY REPORT.

PRESENT MEASURES CONDEMNED: AN ADEQUATE  
PATROL SYSTEM NEEDED.

WHY CHAMBER OF COMMERCE AND CHINA COAST-GUILDS'  
REPRESENTATIVES WITHDREW FROM A MEETING.

We have received from the Colonial Secretary a copy of the "Minority Report" of the Piracy Regulations Committee together with copies of covering letters by Mr. Neillage S. Brown, representative of the Hongkong General Chamber of Commerce.

In a letter addressed to Lieut.-Comdr. Conway Hake, R.N.R., Assistant Harbour Master, Mr. Brown wrote on January 10th:—

"I have the honour to enclose report of the representatives of the Hongkong General Chamber of Commerce, the combined China Coast Officers' and Engineers' Guilds, appointed by His Excellency the Governor to consider certain proposals in regard to the prevention of piracy. I shall feel obliged if this report may be transmitted to the Hongkong Government at the earliest possible date. In view of the desirability of giving publicity to the reason which led to the withdrawal of the above mentioned representatives from the meeting of the Piracy Regulations Committee held on 14th ult., it is considered desirable that this report should be published in the press at the earliest date, and I shall be glad to learn from you whether the publication of same meets with the Government's approval."

#### THE MINORITY REPORT.

We the minority members of the Committee appointed by His Excellency the Governor to enquire into certain further proposals with regard to the prevention of piracy have the honour to submit the following report and recommendations:

In September, 1924, The Honourable The Colonial Secretary wrote to the Hongkong General Chamber of Commerce, the Chinese Chamber of Commerce and the Combined China Coast Officers' Guilds stating that "certain further proposals" with regard to the prevention of piracy were at present under consideration and asking each of such bodies to nominate a representative to serve on a Committee with certain Government officials to consider the proposals put forward and to make recommendations thereon to the Government.

The three bodies so named nominated Neillage Sharp Brown, Chau Tsun Nin and Tom Turnbull-Laursen respectively the signatories hereto as their nominees. The first meeting of the Committee was held on Friday, the 5th of December, 1924, at which the Assistant Harbour Master, Commander Conway Hake, R.N.R., presided. It was explained by the Chairman at the outset that the certain further proposals which the Committee was appointed to consider were principally proposals for the amendment of the Piracy Prevention Regulations, and that the Committee were not to be allowed to discuss the general question of piracy prevention apart from the regulations. In these circumstances the signatories knowing the general opinion of those whom they represented felt themselves compelled to refer the matter back to them before proceeding further with the discussion. The bodies referred to were of the opinion that the existing regulations were most unsatisfactory and that no revision of them would be effectual for the purpose of the suppression of piracy and that, unless the whole subject was considered, and all avenues explored, no good purpose could be served by the signatories continuing on the Committee and that, if wider discussion which such bodies contemplated was not to be allowed, it would be better if their representatives should withdraw from the Committee and go thoroughly into the matter themselves and submit a minority report. At the adjourned meeting of the Committee, the Chairman again made it clear that the wider consideration was outside the scope of the Committee and the signatories hereto accordingly withdrew.

Although both the shipowners and the personnel on the ships from the outset have realized the many defects of the existing Ordinance they have unquestionably given the system more than a fair trial. They cannot, however, continue willingly to subscribe to a system which from experience they are convinced is wrong.

#### THE REGULATIONS.

It is strongly urged that it is the province of the Navy to protect commerce, particularly British commerce, against the depredations of pirates. Under the Regulations the responsibility for the defence of the local Mercantile Marine is thrown upon the owners and the officers of each vessel. The idea of a merchant ship of the class plying in the Canton Delta or on the coast having "a citadel fortified and garrisoned" (vide Report of Sui An Piracy Commission) is

as impracticable as it is absurd. It is accepted as axiomatic that it is the duty of the master and his officers to defend their ship, but it is submitted that adequate protection from piratical attacks from within the ship is utterly impracticable in the case of vessels employed on the trades in question. Vessels constructed for commercial purposes to carry passengers and cargo from one port to another cannot be converted into fortresses. It is common ground that the element of surprise is always inevitably present in the case of such attacks. The most that can be hoped for or attempted is the defence of the bridge and engine room for a sufficient time to enable the officers to send out distress signals from the bridge. The finding of the Commission appointed to enquire into the Sui An Piracy goes to show that if the then Piracy Prevention Regulations had been carried out to the letter and the strongest possible fight put up

"the bridge could only have been held for a sufficient time to have robbed the attack of its element of surprise, and opportunity would have been furnished to inflict damage upon the attackers and to send up signals of distress. It is probable that the bridge could not have been finally held against the determined assault by a large party of armed men."

With one exception every recent piratical attack from within the ship has been successful in spite of the existing Regulations. The exception referred to is the case of the *Tai Lee* in April, 1924. She was then the mother ship of her convoy and carried eight armed Indian guards in charge of two European Sergeants, in addition to the six armed Indian guards attached to the vessel and signed on articles.

The pirates launched the attack upon the engine room and, control having been gained, they drew the fires with the intention of causing the vessel to drift ashore where a considerable body of pirates well armed were waiting, ready to loot the vessel and murder anyone who resisted.

Fortunately, the vessel did not drift ashore, but was carried down mid-stream with the current. The pirates seeing that their object was defeated made no attack on the bridge but jumped over-board and swam to the shore. It is said that several were shot as they were swimming away but this is doubtful as it was a dark night and it was impossible to be certain of the results.

The *Sunning*, another vessel of the convoy turned around and tried to stand by, but she could render no assistance whatever, in fact she only became an additional target for the rifles of the disappointed desperadoes on shore who fired at both vessels until they were out of range.

It is considered that if it is necessary to retain certain of the Regulations until Naval patrols (hereinafter referred to) are provided, it is certainly not necessary to stiffen the existing Regulations; but on the contrary they should be considerably modified and all that is required is that the bridge and the engine-room and stokehold entrances should be protected, and the officers armed.

#### GRILLS.

The grilles are a real source of danger. They interfere with the access of the passengers to the boats and in all probability will be the cause of great loss of life in the event of a vessel carrying them incurring any maritime casualty. The regulations so far as they relate to grilles are in direct opposition to the provisions of the Merchant Shipping Acts. The Board of Trade requirements as to the Survey of Life Saving Appliances, 1920, par. 160 are as follows: "Proper provision must be made for access of passengers to the embarkation deck and for controlling and marshalling them and finally embarking them in the lifeboats in the shortest possible time."

The present requirements under the Piracy Prevention Regulations are to keep all passengers other than those of the first class below the bridge deck, which in all river steamers is also the boat deck. In the case of river steamers all access from the main or lower deck is cut off from the next deck above or from the saloon deck by means of locked spar gratings across the companionway. Passengers in the second class accommodation on the saloon deck are separated from the first class passengers forward and from the deck above by means of locked gratings and grills. No officers or guards are below the bridge deck, that is the deck above those on which the majority of the passengers (in many instances over 1,000) are carried. In the event of a panic arising from fire, collision or other maritime casualty, the

people below decks would be unable to reach the boat deck because of the locked grills. The ships' officers in the event of a collision would be fully occupied with their respective duties and therefore unable to attend to the unlocking of the grills. If the guards had keys it is unlikely that they would have sufficient presence of mind or sufficient initiative to do anything of use. In some steamers which come within the purview of the Regulations there are something like 30 locks to unfuse before all the grills can be opened. No means of releasing bolts simultaneously is feasible in ships of the class concerned. Furthermore, owing to the grills the crews of these vessels would have the greatest difficulty in getting to the boats themselves. In the event of an outbreak of fire or a collision and a serious loss of life occurring owing to passengers being penned below, who would be held responsible: the Hongkong Government who framed the Regulations or the owners and their officers who were compelled to carry them out?

#### INDIAN GUARDS.

There are approximately 800 Indian guards employed at a cost to the shipping companies of some \$270,000 per annum. Neither owners, whose property is at stake, nor officers whose lives are at stake have the slightest confidence in them. Their training is inadequate and their discipline is bad and their bad discipline affects the discipline of the other members of the crew. These guards are paid through the Police and receive orders from the ship's officers. In an appendix hereto a number of cases is quoted, showing the bad discipline and inefficiency of the guards. This list of cases is by no means exhaustive but merely illustrative of the matter raised in this paragraph.

It is the opinion of both the owners and the officers (as it is the generally accepted view all the world over) that the Master of a vessel should have complete control over all members of his crew at all times when the vessel is at sea, and it is felt strongly that the police element should be entirely eliminated and that any Regulations or arrangements received by a ship in the British Mercantile Marine should come from the Navy and in certain matters from the Harbour Department and not from the Police. Whiles in port, the Indian guards consider themselves as being off duty and they take no part in searching the people who come on board whilst the vessel is in port. It is the unanimous opinion of ship owners and officers that the guards could and should be dispensed with from the ships.

#### POLICE SEARCHES.

The searching and examination of passengers embarking on vessels about to leave the Colony is a proper function of the police. The Police searches, however, are inadequate. The number of cases of ships which have been pirated by passengers who embarked with their arms is well known. Coastal and river steamers are frequently in Hongkong for 12 hours at a time and during the whole of this time cargo and baggage is being discharged and loaded. The ship's officers cannot possibly be expected to search the people who are constantly coming and yet the police only come on duty on the various wharves some two to three hours before the ship is due to sail. It is submitted that an adequate number of police should be on duty on the wharves the whole time, also that the Water Police should be strengthened and provided with additional suitable Harbour craft to be used in supervising and examining passengers embarking on vessels in the stream. At present Police supervision and examination of such passengers is hopelessly inadequate. This doubtless will entail a considerable increase in the strength of the police force and consequently increased expense. It is submitted however that it is as much the duty of the Government to protect life and property on board ship by taking precautionary measures whilst ships are in port as it is to protect life and property ashore.

#### WHAMPOA "TO" CANTON.

Owing to the sitting up of the *Tai Mei* Barrier a number of vessels have to be lightened at Whampoa and the cargo so taken out has to be carried from thence to Canton in native craft.

The greatest difficulties are being experienced in inducing the owners of native craft to carry such cargoes owing to their fear of pirates.

The regulations, of course, cannot apply to such craft and the only defence that can be afforded to such craft must be supplied by patrols.

#### THE CONVOY SYSTEM.

It is not contended that the convoy system has proved entirely valueless, but experience has shown that it is a serious interference with trade as the speed of the convoy is necessarily reduced to the speed of the slowest vessel in the convoy. The result is obviously unfair to those Companies which have spent large sums in improving their vessels to cope with increased competition and also tends to stop further development.

#### WIRELESS.

It is considered desirable that the Government should obtain from the owners of all vessels carrying a Hongkong passenger certificate trading in the danger zone an assurance that the necessary steps are being taken to provide and equip such vessels with Wireless Telegraphy. A reasonable time should be allowed for installation and the education of operators.

## CONTINUOUS DISCHARGE PAPERS AND ALSO 24 HOURS ARTICLES.

Both these reforms are considered desirable and it is recommended that a special committee should be formed to go fully into the matter with the Harbour Master.

#### GENERALLY.

Speaking generally of defence from within can never of itself be ultimately successful. The utmost that can be hoped for is the defence of the bridge and engine room until signals of distress can be communicated to a patrolling vessel in the neighbourhood and it is submitted that with adequate patrol all that is necessary in merchant vessels is protection of the bridge and engine room and the arming of officers. Once pirates know that although they may be able to overcome resistance in the ship itself they will not be able to get away, piracy will cease.

#### PATROLS.

The protection of British vessels from piracy in the adjacent waters is essentially a duty of His Majesty's Navy. An efficient service of patrols would not merely protect commerce from attacks from without but would also act as an absolute deterrent to attacks from within.

In a speech made by him in Shanghai (1924) Admiral Sir Arthur Leysen stated that the placing of armed guards on river boats was of little practical service and that increased patrols were in his opinion the only remedy, and that he was taking steps to increase the patrols on the Yangtze.

The signatories hereto have taken up the question of Naval patrols with the Senior Naval Officer West River Patrols and his report is with the approval of the Commanders appended hereto.

Two observations only need be made on the substance of that Report. First that it would appear from the Report that that portion of H.M. Naval forces which is stationed in adjacent waters is not adequate for the many and varied duties which devolve upon it and second that the report deals practically entirely with River traffic.

It is urged that a system of patrols on the lines indicated by the other in question and a coastal patrol within the danger zone to be formulated by the Naval authorities should be instituted at once. If the estimates for His Majesty's Navy do not permit of the immediate construction of the indicated craft by the Navy it is urged that the Hongkong Government might fittingly apply to this purpose the surplus shipping control funds as yet unappropriated to any particular purpose, or if these are unavailable for the time being, in the interests of the general trade of the Colony the Hongkong Government should accept responsibility.

It is not within the competence of the signatories to this report to elaborate a comprehensive scheme of naval patrols. It is, however, most strongly urged that an adequate patrol system on the lines suggested by the Senior Naval Officer West River Patrols and a coastal patrol are the only solutions of the existing state of affairs and that the Hongkong Government should therefore at the earliest possible moment seek the advice and assistance of H.M. Naval authorities at Hongkong in formulating a scheme, in which event the signatories hereto will, if invited, be willing to render any assistance in their power.

Summarized briefly, if the guards are withdrawn, grills removed (except those around the engine room and stokehold entrance, and bridge) an adequate fleet of patrol craft provided, and police supervision, both ashore and in the Harbour materially reinforced, there should be little to fear from the possibility of piratical attacks in the future.

## CO-OPERATION BETWEEN HONGKONG AUTHORITIES AND THE ROYAL NAVY.

While the Navy is primarily responsible for the suppression of piracy—in these and other waters—if the best results are to be obtained it is of vital importance that they should obtain the maximum co-operation and support not only from the shipowners and those who man the ships but also from the Harbour Department and the Police. The activities of the latter, however, should be confined entirely to the examination of passengers prior to embarkation. That the Local Government have not kept the Naval authorities fully posted of information in their possession is exemplified in an incident which took place on the 2nd January of this year. It appears from information received by the Police that 30 pirates were supposed to have left Hongkong by an unknown ship for Shanghai their object being to attack an unknown vessel on the return journey from Shanghai to Hongkong. The Shipping Companies were requested by the Police to warn the Masters of steamers trading on that particular route. As the information was somewhat meagre, on enquiring from the Naval authorities as to whether they could provide anything of a more definite nature it transpired that the Police had not passed on their information to the Navy. They knew nothing about it! The foregoing only serves to illustrate the need for closer co-operation between the Local Government and the Naval authorities, and to ensure the greater effectiveness of such co-operation, the appointment of a Naval representative on any committee convened to deal with matters relating to Piracy prevention is most desirable.

(Sgd.) NEILLAGE S. BROWN,  
Representative, H.K. General Chamber of Commerce.  
(Sgd.) T. N. CHAU,  
Representative, The Chinese Chamber of Commerce.  
(Sgd.) T. T. LAURSEN,  
Representative, Combined China Coast Officers and Engineers Guilds.

January, 1925.

(Continued on page 8.)



## CORRESPONDENCE.

## AN AMENDE HONOURABLE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—I shall be glad if you can see your way to publish the enclosed letter. I began to write this letter immediately after my recent return to the Colony, before I was aware of Mr. Cartwright's illness, and it is to me a matter of the deepest regret that it was sent too late.—Yours faithfully,

A. G. M. FLETCHER.  
Colonial Secretary's Office,  
Hongkong,  
January 20th, 1925.

(Copy.)  
Colonial Secretary's Office,  
Hongkong,  
January 20th, 1925.

Dear Mr. Cartwright.—The period of my absence from the Colony has given me leisure to meditate upon our libel action and all the circumstances which have led up to it, and I have decided to write this letter direct to you. As however the matter is in the hands of our respective Solicitors, it is necessary for me to preface what I am going to say by the statement that it is "without prejudice."

Lapse of time—and I hope a ripeness of judgment—have enabled me perhaps to appreciate your position rather better than before and to feel more sympathy with your request that I should publish an unconditional amende, unaccompanied by an explanatory statement.

I have known you for a number of years as an entirely upright and honourable man, and when I published the letter of the 5th March, 1922, I did not believe, nor did I intend to suggest, that you were guilty of *malice aforethought*. I am prepared to make a public statement to this effect and to waive my condition that your explanatory statement should be published also, although I still think that that suggestion was perfectly reasonable.

I am sure that you will believe me when I say that my motive in writing this letter is entirely unconnected with any sense of apprehension as to the outcome of the libel action. I know that you have brought that action in the belief that it is the only means by which you can defend your reputation, and I do not want to force you into a course which can only result in a continuance of ill-feeling. If I can put the matter right by a frank apology for any misunderstanding that may have been caused by the wording of the letter to which you took exception.

You will perhaps decide that the matter has gone too far, in which event I have nothing more to say. But, if my present proposal is acceptable to you, I am sure that we could speedily arrange together a *communiqué* to the Press, which will put the matter finally to rest.—Yours truly,

(Sd.) A. G. M. FLETCHER.  
H. A. Cartwright, Esq.

[We may explain that the libel action arose out of a letter published by Mr. Fletcher in connection with the Seamen's Strike in the Spring of 1922.—Ed.]

## FACTORY LABOUR IN CHINA.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—Permit me to point out that in your issue of the 23rd inst. certain remarks made by me at a meeting of the Public Health Section of the Medical Conference upon the day previous have been inaccurately reported.

The purpose of those remarks was to emphasize the following facts. Inasmuch as the conditions of labour affect health profoundly, and as factory industry with declared or potential dangers to health has come to China, there lie here duties for the individual medical practitioner, the medical school, and the profession at large in China. These include the collection of data and advice to those concerned, the instruction of medical students and physicians in industrial medicine in the broad sense, and the advocacy of reasonable standards of sanitation, and healthfulness in other respects, of working conditions.

Unfortunately, the reporter has failed to apprehend the purport of the remarks, or at least has contented himself with picking out from their context isolated illustrations certain of which have been, unintentionally I have no doubt, perverted in sense.

I have no objection to adult labourers beginning work at 5 a.m. although in the light of modern knowledge it would be well for them to have a meal before starting. I mentioned 5 a.m. and a.m. in Shanghai in connection with thousands of children, mostly girls and many no older than six years, who from that hour, day in and day out, stand before steaming basins of almost boiling water in the silk filatures for a twelve hour day (less an hour at mid-day) urged on by male overseers. In inveighing against those conditions of labour for young people I am in good company, for the Child Labour Commission which reported last year to the Shanghai Municipality has described them as indefensible.

I never said that "in every factory where I have been in China the humidity according to English standards would have been strongly condemned." In many cases of factory the question of humidity is not considered. It is only in cotton spinning mills and weaving sheds where water vapour is artificially introduced, or in silk filatures and other places where steaming liquid is exposed in large volume to the air of the work-room that it becomes of first importance. What I said was that in those cotton spinning mills and weaving sheds where I have been, the humidity, as recorded, would in no case have fulfilled the British legal requirements.—Yours faithfully,

C. T. MATLAND.  
(M.D., M.R.C.P., Lond.)  
The Medical Conference,  
Hongkong University,  
January 27th, 1925.

CLAIMS FOR POSSESSION.  
THREE JUDGMENTS DELIVERED.

Three judgments were delivered by Mr. Justice Gompertz yesterday morning in the Summary Court.

In the case in which Lau Shun Nam claimed possession of a godown at No. 8, Sai On Lane, from the Choy Fong Factory, His Lordship said that their premises, where were a domestic tenement under the Rents Ordinance, were held on a monthly tenancy. Notice to quit was duly served on September 24th, and expired on October 25th. But on October 25th a petition was sent to H.E. the Governor, and on November 21st an Order in Council was published exempting the premises from the provisions of the Rents Ordinance.

The writ was issued on November 24th, and served two days later. On a subsequent day plaintiff's rent collector called at the premises and received rent for three months. The question he had to decide was whether the notice to quit had been waived by the acceptance of the rent, and consequently whether the order for possession could now be made without the service of a fresh notice to quit.

As to the first point he felt no difficulty. Davies v. Briston (1920) N.B. 4128 explained the position of a landlord who received rent from the statutory tenant—that is the tenant who remains in possession under the provisions of the Rents Ordinance after the expiry of the notice to quit. It was clear that defendants were resisting the demand for possession in reliance on a statutory tenancy created by the Ordinance. He was then bound to tender the sum due for rent and the plaintiff was entitled to accept it. In any case how could it be held that the landlord, who had already issued his writ claiming possession, had any intention of agreeing to a new tenancy?

The next question was whether a fresh notice to quit was necessary. In His Lordship's opinion, it was not. The common law tenancy was determined by the notice to quit. The landlord, however, could not get an order for possession because the tenant was protected in his occupation by the Ordinance. The order in Council removed this protection. In his opinion, plaintiff's claim must be allowed, and he would make an order for possession accordingly.

## A BAD NOTICE TO QUIT.

Judgment for defendants with costs was given in the case in which Wong Yeung Shi made a claim against the Ching Kee firm for possession of the ground floor and the first and second floors of the premises No. 61, Stanley Street.

His Lordship said that the premises were held on a monthly tenancy, and the question he had to decide was whether a paragraph in a certain letter sent to defendants was a good notice to quit. The notice intimated that unless rent for a certain month was punctually paid, the tenant must quit the premises at the end of the next month. In his opinion, this notice was conditional, and, therefore, bad. He gave judgment as stated.

## QUESTION OF RIGHTS.

His Lordship made an order for possession in the case in which Luan Woo brought an action against Chong Pui ulias Nakamoto, the premises involved being the ground floor, No. 29, Praya East.

His Lordship said the claim was under section 4 (1) (a) of the Rents Ordinance (1922). Defendant had been in possession of part of the premises for from 10 to 12 years, and of part for two years only. The rent was in arrears. Plaintiff's case was that though demands were continually made, he could not get punctual payment, and defendant admitted he did not pay punctually.

On the facts before him, his finding was that the rent for more than a year was never paid punctually, and that the rent for two months was never received, though possibly belated offers of payment were made. It would seem that the Rents Ordinance in conferring on a tenant the valuable right of continued occupation for as long as it suited him to remain, also laid down certain conditions which he was bound to observe. One of them was punctual payment of rent. On his default the common law rights of the landlord revived, and the latter could get possession *in invitum*.

He, therefore, would make an order for possession with a stay to the last day of February on condition of mesne profits up to the end of February and all costs being paid within one week.

## SHIFTY WITNESS.

## A CHAPTER OF CONTRADICTIONS.

In the Summary Court yesterday, before the Police Judge (Mr. Justice Gompertz), Leung Kan Kee claimed \$339.95, the balance due for goods sold and delivered to the Luet Loi fruit stall. The defendants in the case were the Luet Loi Co. and a man named Lee Shun.

Plaintiff was represented by Mr. C. A. S. Russ, and defendants by Mr. A. E. Hall.

When it was stated that the fruit stall had gone bankrupt and that Lee Shun was a partner he denied this. He admitted that his business, also a fruit stall, was part of the stall of the Luet Loi stall, and later on said he did not know what kind of business was carried on by the Luet Loi.

His Lordship stopped the case and gave judgment for plaintiff with costs.

## LOCAL SPORT.

INTERPORT FOOTBALL.  
SHANGHAI SNATCH VICTORY FROM SERVICES TEAM.

The Services turned out a weak side to oppose the Shanghai team on the H.K.F.C. ground yesterday evening. The ground was under water in places and the players found it difficult to secure a foothold while the ball shot off the ground at all angles. Shanghai were without the regular goalkeeper, Remedios, and Phillips deputised for him. The visitors were further handicapped by the absence of Torly while they lost Coulcher, their star forward in the opening minutes of the second half. After a couple of minutes play, Wynne came out to assist Shanghai, who had started the game with ten men, and Behaire made up the Services eleven in the place of Waige of the *Hawkins* who failed to put in an appearance. The first half was goalless, the game being of the rush and kick order, although Wavish had more to do than Phillips. Eaton was unlucky with a shot in this half, the ball, striking the post, with Phillips beaten, and rebounding to play. Half-time no score.

Shanghai attacked from the re-start but shooting was wild. The Services got down and Butler sent wide from a good position. Services again pressed and Turner crossing over succeeded a corner. Shanghai cleared and Coulcher from ten yards range drove hard at Wavish and catching the ball on the rebound from the goalkeeper returned, but Wavish sent over the bar for a corner. Wynne was forced to kick behind to stop Eaton; and the Services coming again, Eaton was outside. Coulcher and Goldman were wide from good positions; and Coulcher had the misfortune to get his left foot stuck in the mud and turning sharply to the right wrenched his knee out of joint, and had to be carried off the field where his knee was put into place by Dr. Sir Stuart Taylor.

The Services took the lead soon after, Eaton beating Phillips with a well placed shot. Eaton then most sportingly left the field; and the game continued with each side playing ten men only. Goldman levelled up for Shanghai and within a couple of minutes the same player put the visitors ahead with a shot that gave Wavish no chance. After a brief visit by the Services, Shanghai again returned to the attack and Wavish failed to clear a shot from Moses who followed up and sent the ball into the net with Wavish stretched on the ground. Shortly after the final whistle sounded leaving Shanghai winners by three goals to one.

The play throughout was poor but a certain amount must be put down to the state of the ground. The one outstanding feature of the game was the excellent goal-keeping of Wavish. Shanghai deserved their win on the general run of the play, though had not Eaton left the field it is doubtful whether victory would have gone to the visitors. Eaton's sporting action was deservedly the subject of much favourable comment in the stands. The Services were without Hulme, Waime and Humberstone, their places being filled by Doody, Behaire and Reade.

The band of H.M.S. *Hawkins* played selections on the field before the kick-off and during the interval.

Considering the rain that had fallen during the day the attendance was good, except the Services, who failed to turn up to support their team.

## INTERPORT FOOTBALLERS.

## SHANGHAI TEAM ENTERTAINED BY HONGKONG.

A happy time was spent last night at the Roof Garden of the Hongkong Hotel, when the Shanghai Interport footballers were entertained by the members of the Hongkong Football Club. The gathering numbered about 50, and following the dinner an impromptu programme of vocal selections was given by several of the members.

Following the Loyal toast, Mr. J. McCubbin, President of the Hongkong Football Association, and Vice-President of the Hongkong Football Club, addressed the gathering and said he had the honour and privilege of proposing the toast of the Shanghai footballers. It was close on 20 years since he had his first experience of football in Hongkong. As he looked back on those years he could only think that the rise of football was wonderful. When he arrived in the Colony football was on a very ordinary footing, and consisted mostly of friendly matches. Chinese players—and not only players but spectators—also were conspicuous by their absence.

But in the Valley on Saturday last, they could see the progress that had been made. The Chinese schools took up the game and great enthusiasm was shown. They had only to look back at the previous Monday and see that two Chinese were included in the Interport match—the greatest event of the season. (Applause.) Those two players, if not the best, were at least equal to the best in the Hongkong side. He might add that these two gentlemen were not only gentlemen on the field but gentlemen off the field. (Hear, hear.)

To see such a crowd at Happy Valley on Monday would have been a revelation to old residents of the Colony had they returned.

Shanghai were unfortunate in losing the services of their Captain, Mr. Phillips, and he felt sure that had Mr. Phillips been included in the team Hongkong would have had a harder task to win. (Hear, hear.) Shanghai did not send down a team to show us how to win games, but they certainly sent down a team which could show us how to lose games gracefully. (Hear, hear and applause.)

He then proposed the health of the Shanghai Interport footballers, a toast which was enthusiastically honoured.

Responding, Mr. Phillips, Captain of the Shanghai team, said that though the Association had sent down 13 players they had not sent down one speaker. He thanked Mr. McCubbin for his nice remarks about Shanghai's glorious losing game. However, they had had very enjoyable and sportsmanlike games, not only with the Interport team, but also with the Chinese. The Services match which they won—(cheers)—was also enjoyable and sportsmanlike. He thanked the men and referees and all connected with the games they had played. He only wished they had in Shanghai some referees such as they had in Hongkong. (Hear, hear.) He also thanked those players who came forward and helped them out of their difficulties. He expressed the Shanghai team's gratitude to Hongkong for the wonderful reception given them. They had had a glorious time since landing.

The Shanghai team then toasted the Hongkong Football Club, after which Mr. W. E. Holland, Secretary of the Hongkong Club, spoke.

## H.K.F.C. RES. v. E. SURREY RES.

The following will represent the Hongkong Football Club Reserves in the 2nd Division League fixture with the Surrey's on the Club Ground at 2.30 p.m. tomorrow.—D. Purves; D. Lyon (Capt) and H. Buxton; E. Raiton, S. O. Hill and G. Puchon; B. Bell, T. Roberts, A. Ferguson, J. Douglas and J. Dixon. Reserve: F. Angus.

## KOWLOON v. ST. JOSEPH'S.

The following have been selected to play for the Kowloon F.C. in their league match to-morrow, v. St. Joseph's "B," on the Kowloon ground. Kick-off at 2.30 p.m.—C. Stewart; W. H. Brown and W. Farratt; A. W. Brown (Capt), C. Cavellio and S. Randle; C. Morris, A. Latham, C. Millard, A. Fitzgerald and V. Hast. Reserves: A. Spary and B. Rasmussen.

## CRACKERS CAUSE SCARE.

## 100 POLICE CALLS ON CHINA NEW YEAR'S EVE.

An Associated Press message from Hilo on the eve of China New Year to the Manila Press said:

The police to-night received more than one hundred calls from excited residents, who, hearing explosions of fireworks by Chinese during Chinese New Year celebrations, feared another riot similar to the Kawai riots was being staged. Twenty-three strikers were arrested and are held for vagrancy. No charge has been placed against the strike leaders who are held in jail pending an investigation by County Attorney, W. H. Beers.

It is believed by the authorities that the present outbreak, which is the outgrowth of the strike, begun nine months ago, will die a natural death owing to lack of leaders.

Those who have struck are in a sorry plight because the plantations have imported so many new labourers that there is no room for their former employees who may desire to return to work. The new labourers are said to be against a walkout.

The opinion is expressed that the firm hand shown by the police in the last few days has nullified fear on the part of many labourers who were threatened by the Filipino strike leaders, unless they went on strike.

## PIRACY SCARE AT SINGAPORE.

## POLICE TURN STEAMER "HO SANG" INSIDE OUT.

The lesson of the *Hong Wah* piracy, says the *Straits Times*, has evidently been learnt at Singapore, for the *Ho Sang* was turned inside out, figuratively speaking, before she was cleared for China ports.

This was perhaps the most exhaustive search to which a ship has ever been subjected at Singapore. About 150 police were employed, under the command of A.S.P.'s and inspectors, and the ship was ransacked, with the exception of cargo.

There were several hundred Chinese passengers on board, and their baggage was turned out and searched, the ship looking more like a glorified pawnshop than anything else while this was going on. Nothing of any importance was found.

## PISTOLS FOUND ON JUNKS.

Another aggressive step against piracy has been the detailing of a marine police launch to search junks during the last two days, and the measure has already been successful. The launch patrolling off Siglap searched two junks this morning, and found six pistols on one of them, and one pistol on another. It may be pointed out that although these arms are unlicensed, and therefore must be seized, they probably represent a precaution against piracy, rather than a preparation for it. These big junks carry considerable numbers of passengers from China, and it may not be generally known that they carry a somewhat formidable armory. This usually consists of about half a dozen rifles, which are duly licensed, and generally one or two ancient cannons, usually muzzle-loading relics of the sailing-ship days.

## SPALDING'S

## ENGLISH MADE

## FOOTBALL BOOTS.

Steel

Insteps

Sizes

5 to 9



\$9.50 per pair

STUDS OR BARS ON SOLES.

SPECIAL DISCOUNTS TO CLUBS &amp; SCHOOLS.

LANE, CRAWFORD, LTD.

## GREEN ISLAND CEMENT CO., LTD.

## Best Portland Cement

SHEWAN, TOMES &amp; CO.

GENERAL MANAGERS,  
HONGKONG.

## COLUMBIA NEW-PROCESS RECORDS

## BEETHOVEN SYMPHONY

No. 7

NINE PARTS.

FIVE RECORDS

AT

ANDERSON'S.

# Powell

12, Des Vœux Road.

OUR ANNUAL

## STOCKTAKING SALE.

Commences on WEDNESDAY, 28th January.

BARGAINS IN ALL DEPARTMENTS.

It will repay you to visit our Store.







## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

## WHEAT PRICES RISING.

FOOD COMMISSION IN BRITAIN  
TACKLES PROBLEM.

LONDON, January 29th.

The Commission on Food Prices is at present dealing with wheat flour, which holds real public interest owing to the successive increases in the price of bread, recalling wartime. The loaf which at present is 10d. is shortly rising to 11d. in London and a shilling in the Provinces. Wheatgrowers in the United States, Canada and Australia are reputedly reaping a golden harvest due to shortage of wheat which is attributed to reduced production throughout the world, growing preference in Japan and China for wheat instead of rice. Also, Russia is entering the market as a buyer. The situation is reflected in shipping freights, which yesterday reached 50/- per ton for March loading from Australia justifying British vessels going to Liverpool, yesterday, touched 75/- for best Canadian and a further rise is anticipated. Chicago's immense buying, including that by European agents, sent the price fractionally above two dollars, the highest since the Hutchinsons "corner" in 1919.

## THE OPIUM PROBLEM.

## FURTHER INFORMAL CONFERENCES HELD AT GENEVA.

LONDON, January 29th.

Yesterday at Geneva was a day of informal conferences, including several meetings between Viscount Cecil and Mr. Porter, at which it is stated, a certain amount of progress was made. Viscount Cecil, last night telegraphing an apology at his inability to attend a banquet in his honour in London, remarked, "I see no prospect of ever leaving Geneva."

The Morning Post Washington correspondent speaks of fluttering in the Senate's irreconcilable dovetail over the report that Mr. Porter has agreed to members of the central narcotic control board being appointed by the Council of the League. The irreconcilables intimate they want to ascertain clearly how far the United States is thereby tied up with the League before they give consent.

## VISCOUNT CECIL INTERVIEWED.

GENEVA, January 29th.

Interviewed by Mr. A. Kok (Chancellor of the Netherlands Legation in Peking), a representative of the Anti-Opium Association of China, Viscount Cecil outlined the British attitude, as voiced at the Opium Conference. He expressed the opinion it is useless attempting legally to forbid opium-smoking by persons not at present addicts, until the production of raw opium is effectively controlled. He also holds the opinion that is impracticable to embody the labours of the two conferences in one agreement.

## BRITISH TRADE RETURNS.

APPARENT ADVERSE BALANCE  
SHOWN IN TRUE LIGHT.

LONDON, January 29th.

Britain's apparent adverse trade balance, as shown by periodical Board of Trade statistics, receives a corrective in the annual report of the Board of Trade *Journal*. The report estimates last year's invisible exports at £70,000,000 to which shipping contributed £20,000,000; overseas investments £15,000,000.

This it is apparent the adverse trade balance of £34,000,000 has been converted into a net favourable balance of £20,000,000.

## SOVIET TRADE BANK.

FRENCH BANKERS REPORTED  
WILLING TO SUBSCRIBE.

Moscow, January 29th.

It is semi-officially stated that M. Tarzuta, Chairman of the Foreign Trade Bank, has returned from Paris and presented his proposals to Government. These include the establishment of a Franco-Russian Bank in Paris, for which a French group is willing to provide half the capital, grant considerable credit and also facilitate the introduction of American capital into Russia. The statement adds that several French banks have granted credit facilities, which will assist in financing commercial operations.

## CRICKET IN TASMANIA.

EASY VICTORY FOR VISITING  
M.C.C. TEAM.

LAUNCESTON, January 29th.

The match between Tasmania and the M.C.C. was concluded today. The visitors won by 34 runs to 11. The Tasmanians eleven had made 30 for two wickets when play ceased yesterday. To-day the total was taken to 264, so that the M.C.C. won by 119 runs.

G. Martin made 121, batting in excellent style for 2 hours and 6 minutes and hitting fifteen fours. A. P. Finlay scored 30 and H. C. Newton 41. The partnership of Martin and Finlay, for the sixth wicket, realised 100 runs in 70 minutes, fifty of which were scored in 22 minutes.

Tate captured 2 wickets for 47; Howell 3 for 43; Kilner 0 for 37; Heame 1 for 42; Tylden 3 for 63; Bryan 0 for 18.

## "SECURITY FOR FRANCE."

PREMIER HERIOT'S FIRST  
GUARANTEE FOR WORLD PEACE.

PARIS, January 29th.

In the Chamber of Deputies, M. Herriot was unanimously cheered when he made his impressive disclosures regarding German armaments. He stated students are recruited for periods of training; weapons are far in excess of the establishments permitted by the Treaty of Versailles; the so-called police are properly trained modern armies with cadres and all necessary material; the arms factories and arsenals have resumed work and are increasing the daily production; Krupp works have unrestricted machinery for turning out heavy artillery. With the Reichswehr and her reserves, Germany can establish the army which started the Great War. M. Herriot, in conclusion, said he wanted to work for the peace of Europe and the world, but as a first guarantee for that peace he wanted security for France.—*Presses.*

## EARLIER CABLES.

## TRADE UNION CONGRESS.

OPPOSITION TO RAILWAY  
TRANSPORT RESERVE SCHEME.

LONDON, January 29th.

The General Council of the Trade Union Congress, after considering the letters from the Railway Transport Unions as regards the War Office circular of January 19th, decided to appoint a special committee to investigate the circumstances.

The Council endorsed the attitude of the unions as regards the circular, and passed a resolution appealing to members of all the unions to refuse to accept service in the proposed Reserve Force pending the publication of the Council's report.

[A message from London, dated Jan. 19th, stated that twenty thousand railwaymen were represented at a meeting at Chester yesterday evening, when a resolution was passed demanding the railway companies to withdraw, within twenty-four hours, their undertaking to raise technical units for a regular army of supplementary reserves, which, according to the secretary of the National Union of Railwaymen, would be liable to be called out to aid civil power, thus endangering the railwaymen in an industrial dispute with the Railway Companies Association.]

Meanwhile the secretary ridicules the suggestion that the corps should be used for strike-breaking.

The order to establish a reserve army of technical craftsmen was issued by the Labour Government, and signed by a late Member of the Cabinet, Mr. Walsh.]

## COTTON TRADE CRISIS.

UNFAVOURABLE TURN CAUSING  
ALARM TO SPINNERS.

LONDON, January 29th.

The Federation of Master Cotton Spinners are issuing a bulletin pointing out that the cotton trade already shows signs of developing into a serious situation. The advantages won by combined effort and a determined organisation will be jeopardised by the spinners' putting more yarn on the market than is demanded, and will result in a return to the deplorable conditions obtaining prior to last year, with disastrous results to everyone engaged in this section of the industry.

## STATEMENT BY MR. HAMMERSLEY.

In giving evidence before the Committee on Industry and Trade, Mr. Hammersley, on behalf of the provisional emergency cotton committee, advocated the establishment of a board, consisting of representatives of employers and employed to control the whole of the industry, and, *inter alia*, to regulate supplies and to avoid recurrent booms and slumps, the decisions of such board to be binding on the Committee.

He urged that steps be taken to make the industry independent of America, where the farmers are financed and are highly organised for holding up supplies. He suggested that India be concentrated upon to provide raw cotton of the requisite staple and grade.

The committee deprecated Government interference with the industry, and thought that Lancashire was not threatened by the increased production of a low class of yarn and hand woven cloth. They were of the opinion that those made in India, Japan and China were of such low quality that English spinners and manufacturers would not make them.

## HERIOT'S STERN TONE.

FRENCH PREMIER IN WARNING  
TO BRITAIN.

Paris, January 29th.

An unusually stern tone towards Germany characterised Premier Herriot's intervention to-night during the debate on foreign affairs, in which he asserted that behind the dust she was throwing in the Allies' eyes Germany was preparing to assault. He warned the Allies, particularly England and Italy, that "We must watch what is happening over there."

In view of Premier Herriot's subsequent reference to the Geneva Protocol, the failure of Great Britain and America to ratify the tripartite pact, and his insistence upon the security of France as the first essential to a world peace, the opinion prevails in the Lobbies that the Premier was addressing himself to Great Britain over the heads of the Deputies.

Earlier in his speech, Premier Herriot reiterated that France does not intend to renounce her debts.

Premier Herriot was loudly applauded at the Benches, with the exception of the Communists.

POLITICAL SITUATION  
IN CHINA.

[THROUGH REUTER'S AGENCY.]

## DR. SUN YAT SEN.

STILL TAKING NOURISHMENT AND  
SLEEPING WELL.

PEKING, January 29th.

Dr. Sun Yat Sen passed a comfortable night and this morning was free from pain. His temperature was 98.6, pulse 108. He is taking nourishment well and the surgical wound is in a satisfactory condition.

It is reported the Kuomintang will appoint an executive committee, consisting of Messrs. Yu Yao Jen, Eugene Chen, Li Shih Tseng, Wang Chow Ming and four others to handle its affairs, owing to Dr. Sun Yat Sen's illness.

## QUIET IN SHANGHAI.

LU YUNG HSIAO'S MEN IN  
COMPLETE CONTROL.

SHANGHAI, January 29th.

Fifteen thousand of Marshal Lu Yung Hsiang's troops have arrived here. They are in complete control of the city, which is very quiet.

## FALL OF SOOCHOW.

CITY CAPTURED BY FORCES OF  
LU YUNG HSIAO.

SHANGHAI, January 29th.

The troops of Lu Yung Hsiang captured Soochow last night, and his forces are advancing on Quinsan-to-day.

That Chi Hsieh Yuan's departure for Japan has practically ended hostilities is evidenced by the fact that an armoured train containing 50 of Lu Yung Hsiang's White Russians and three Manchurians arrived at Shanghai from Wushih this evening without resistance and formally took possession of the Shanghai North Station. Indeed, they disarmed *en route* a number of Chi Hsieh Yuan's troops, who, it was believed, were straggling towards Shanghai.

The foreign view of the situation is most hopeful, and only the merest precautions are being taken.

It is believed that Lu Yung Hsiang will send a larger force to Shanghai to-day and take possession.

## LATER.

Lu Yung Hsiang has given instructions to his forces that no more fighting is to occur round Shanghai.

The strike of engine-drivers is now settled.

## [FROM THE "DAILY BULLETIN"]

## CHI'S MEN FLEE.

SHANGHAI, January 29th.

On arrival of Lu Yung Hsiang's armoured train at Shanghai North, about 200 of Chi Hsieh Yuan's troops, who were there, took flight.

Sun Chuan Fong controls the arsenal, but it is believed he will evacuate to-night before the arrival of Lu Yung Hsiang's expected larger force.

Wen Shi Tsien informs Reuter's correspondent that he tendered his resignation to Chi Hsieh Yuan and Sun Chuan Fong of his post of Commissioner of Foreign Affairs in Kiangsu, his post of Superintendent of Customs, and his post of Lieutenant-Governor of Hunan.

## LATEST CABLES.

## FOOTBALL AT HOME.

DRAW FOR SECOND ROUND OF  
SCOTTISH CUP.

LONDON, January 29th.

The following is the draw for the second round of the Scottish Cup, which is to be played on February 2nd—

Kilmarnock v. Hearts.  
Arbroath v. Clyde.  
Hamilton v. E. Sterling.  
Celtic v. Alloa.  
Dyke Head v. Peebles R.  
Montrose v. Glasgow R.  
Airdrie v. Queen's Park.  
Partick v. Dundee U.  
Dundee v. Loch Gelly.  
Armadale v. Aberdeen.  
Vale of Leven v. Solway Star.  
St. Mirren v. Ayr United.  
Motherwell v. Arthurlie.  
Royal Albert v. Broxburn.  
Falkirk v. Dumbarton.  
Raith v. Boness or Hellenburgh.

## LATEST CABLES.

## [REUTER'S AMERICAN SERVICE.]

## NURMI AGAIN!

FINN CHAMPION CLAIMS ANOTHER  
TRACK RECORD.

New York, January 29th.

Two new records have been made here to-day.

The Finn athlete, Nurmi, won a race of 15 miles in 6 min., 32.25 sec.

Plant won the 5,000 metres walking race in 12 min., 43.5 sec., easily defeating the Italian champion, Frigiero.

## CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

## DR. SUN YAT SEN.

Mr. E. Amai, Japanese Consul-General at Canton, on January 28th, hastened to inform Mr. Hu Han Min, the acting Generalissimo in Canton, that the Eastern News Agency report of the death of Dr. Sun Yat Sen in Peking that day was not officially confirmed.

## THE JAPANESE CONSUL-GENERAL.

According to the *Kwok Wa Po*, Mr. E. Amai, Japanese Consul-General at Canton, expects to depart about the 30th of February for Tokyo, where he will be assigned to an important position in the Japanese Foreign Office. Mr. Amai has been in Canton since May 1921.

## VOLUNTEER OFFICERS INDICTED.

Mr. Wu Wai Lum, an assistant district procurator in the Kwongchow District Procuratorate, resigned his office last week, because he found the duty of acting as public prosecutor in the case against Mr. Chan Lim Pak, Commandant of the Canton Merchants Volunteer Corps, for the murder of barbers during the conflict between the Red Army and the Corps, too unpleasant to undertake. Mr. Lee Mon Wai, being willing to prosecute the case, has been appointed an assistant district procurator.

It may be recalled that during the Red massacre of Canton merchants for their opposition to Bolshevism on October 15th, 1924, the barbers union in the Labour Division of the Kuomintang, by direction of Mr. Liao Chung Hoi, undertook the duty of setting fire to the buildings in the West City, according to an allegation, and during the conflict that day between the Reds and the Volunteers, some 19 barbers were shot. Since then the Reds have been persecuting all persons and firms still in Canton which had supported the Volunteer Movement, which was a legitimate body supplementary to the Military and the Police before the introduction of Bolshevism by the Kuomintang into Canton against the opposition of the people of whom the Volunteers had been virtually their armed representatives. Mr. Chan Lim Pak, the Commandant, and ten other leading officers are defendants in the District Court but they will not be tried, as they are now outside the jurisdiction of the Court.

## TRADERS INCONVENIENCED.

Canton traders and the public at large will be greatly inconvenienced by the temporary suspension of operations of the many express companies engaged in the transportation of goods in the North River region. Many express companies have decided to delay their resumption of business after the new year in order to see how the political-silitary situation changes. The Peking attack on Canton by the anti-Bolsheviks headed by General Chen Ching Ming, the expected death of Dr. Sun Yat Sen, and the subsequent change in Kuomintang leadership, the exorbitant war taxes on goods in transit, and the danger of bribery and piracy, are leading causes for the delay in the re-opening of the express offices. Meanwhile the small shippers who depend solely on these express offices for the transmission of their goods will have to wait.

## UNEMPLOYMENT.

Unemployment in Fatsien and other cities near Canton as well as Canton proper since the Chinese New Year is causing no little alarm to those who understand the problem. On account of the uncertainty of the local situation, many shops have reduced the number of folk or assistants, some discharging as many as 50 per cent. of their former employees. A vernacular press report is responsible for the estimate that at least 30 per cent. of the folk formerly employed by Canton and Tatsien are now forced into waiting for a better day to come.

## CHAMBERS OF COMMERCE.

Mr. Tse Chung Leung, president of the Associated Chambers of Commerce of Kwangtung Province, with headquarters at Canton, having resigned in order to make a trip abroad, Mr. Wong Tong, formerly a leading Hongkong Chinese merchant and for a time acting managing director of the Canton-Hankow Railroad, Kwangtung Section, has been elected to fill the post.

## NEW TAX ON KEROSENE.

Under the pretext of "inspection for public safety" in order to evade the expected protest from the Treaty Powers regarding double-duty on foreign merchandise, the Kuomintang War Funding Committee has decided to levy an inspection fee on kerosene oils imported into territory still under Bolshevism.

## A NOTE ON "SAINT JOAN."

IS IT THE GREATEST PLAY OF  
THE CENTURY?

The local production and acting of this play have already been sufficiently criticised and praised so that further comment on either would be superfluous. Suffice it to say that they are an aid and not an obstruction to the consideration of the play in itself, and to a revision of the estimate one might have formed from the reading of the book and preface.

Has "Saint Joan" any right to the title of the greatest play of the century? Disregarding the possible hyperbole of the expression and the fact that the age is not one rich in drama as it has been in pictorial art, can one accept such a description as justified?

In the years between the writing of the notes to "Caesar and Cleopatra" where he remarked "At all events Caesar might have won his battles without being wiser than Charles XII. or Nelson or Joan of Arc who were like most modern 'self-made' millionaires," half witted geniuses, enjoying the worship accorded by all races to certain forms of insanity," and the prefaces to "Back to Methuselah" and "Saint Joan," Mr. Shaw's views both of his function as a dramatist and of the character of Joan have undergone considerable change, and some consideration of these views and of their inter-connection seems necessary.

In his old age Mr. Shaw became obsessed with the idea that nature had intended him for an iconographer and not for an iconoclast. In other words the mocker, the jeerer, the smasher of all false gods felt it incumbent on him to set up an idol and become the high priest of a new religion. The religion he called Creative Evolution and the idol Vitalism. Reviewing English drama, he found Shakespeare deficient because he had no conscious religion, and his characters no philosophy to expound. From Congreve to Sheridan the dramatists were sterile in spite of their wit. Ibsen and Strindberg had no comfort for the world. Goethe alone is truly great. Art, he says, has never been great when it was not providing the iconography for a live religion, so he strove to enrol himself in the company of Lucretius, Dante, Goethe, and the Athenian dramatists, and gave us "Back to Methuselah."

"What we should do, then," he writes in the preface to that play, "is to pool our legends and make a delightful stock of religious folk lore on an honest basis for all mankind. With our minds freed from pretence and falsehood we could enter into the heritage of all the faiths. China would share her sages with Spain, and Spain her saints with China." So he appropriated the story of Saint Joan and with the help of the A.D.C. has given it to Hongkong.

Mr. Shaw earned a deservedly high reputation as a writer of comedy. He is there among the great. But he has never been a philosopher nor a poet, but the vulgariser of other men's philosophy and a poet not at all. We had Nietzsche, Shaw and Schopenhauer-Shaw and now we are back to Kant, Kant's being the philosophy where all good Protestants go, because Kant thought he had given rational grounds for the beliefs which he as a Protestant instinctively held. Kant's god was Reason, but Kant's reason never ordained anything inconsistent with Protestantism: the senses and emotions are subordinated and denied, and the idea of good regarded as universal in its application, which meant that what Kant regarded as good should be good for everyone else, the test not being found in experience nor assessed by happiness, but being the obedience to what Kant called the categorical imperative, a kind of inner voice, a speaking conscience. Kant himself led a life approximating to that of Mr. Shaw's Ancients, pressing on "to the goal of redemption from the flesh, to the vortex freed from matter, to the whirlpool of pure intelligence."

A sadder philosophy might suggest that reason may be the criterion but that the stuff of life is passion, that mind without matter and spirit without flesh are abstractions, that a life as portrayed by Mr. Shaw in "As Far As Thought Can Reach" in which all that mankind has regarded as making life worth living is relegated to the period in the infancy of the immortal between the ages of two and four, falls far short of the ideal. Mr. Shaw, however, who considers golf and cigars as incompatible with progress and salvation, cuts it all out, and leaves us with pure thought.

But Creative Evolution must have its legend and its saint. So Mr. Shaw laid violent hands on the story of Joan of Arc and rebuilt the mediaeval world nearer to his heart's desire. A dramatist is at liberty to reinterpret mythology and legend, but Mr. Shaw is not content with suggesting that his conception of Joan is ideally true, he must have it that it is also historical fact. It is the failure to distinguish the two that is the greatest flaw in his philosophy, and which makes the play as a whole unsatisfactory and explains the necessity for the employment of the much discussed epilogue.

(Continued on next column).

## FAR EASTERN BASE.

HONGKONG AND SINGAPORE  
COMPARED.

An interesting comparison between the strategic advantages of Singapore and Hongkong as naval bases is made in the *Naval and Military Record*, which says:

Strategically, Singapore enjoys an immense advantage over Hongkong. There are four sea routes into the Indian Ocean—(a) from the Atlantic via the Cape of Good Hope; (b) from the Atlantic via the Suez Canal; (c) from the Pacific, south about, via Australia; and (d) from the Pacific via the Straits of Malacca. Routes (a) and (c) are too lengthy to be practicable to a hostile fleet, and, moreover, are flanked by existing British naval base and fueling stations. Route (b) could only become practicable if the command of the Suez Canal were wrested from us. Route (d) would be guarded by Singapore, and the forces based upon it, if the place is developed as proposed.

On the other hand, the sea communications of Hongkong are vulnerable to attack by Japan from Formosa, and the Empire generally, by the United States from the Philippines, and by France from Indo-China. Kowloon, on the mainland, was acquired to strengthen the defence of Hongkong, but the maintenance of an adequate force of troops to protect this against a possible landing upon the Chinese coast would be a heavy obligation, more particularly in the matter of keeping these supplied. China is in land communication with modern arsenals, and the state of that country is chronically such as to render her liable to exploitation by any powerful, enterprising enemy. Geographically there is no comparison between the strategic advantages of the two places.

Singapore is *vis-a-vis* to India, and astride the ocean route to Australia. Hongkong is in the rear of any line of enemy communications which would be likely to develop in the event of any war we deem to be conceivable in the Pacific.

What seems to have drawn Mr. Shaw first to Joan is the fact that she was sexually as unattractive as a female Ancient. Conversely, according to his philosophy, she must be presumed to possess extraordinary powers of intuition. Also she was successful up to a point. The philosophy derived from Kant insists on success. One's predilections in philosophy are probably a matter of temperament and man makes his saints in his own image. There is an unfortunate resemblance between this Joan and Mr. Shaw himself. She was right when all others were wrong. She was superior in statesmanship to the politicians and in strategy to the generals. And Mr. Shaw does not quote history to prove his case. He merely says it was so. And he must be right because he says it. Saint Catherine and Saint Margaret have told him. He has heard his voices.

Mr. Shaw had no difficulty in constructing his play. He is too old a hand. It is as well made as a short story in an American magazine. The treatment of the tradition of Joan of Arc and the state of mediaeval Christianity would have presented some difficulty to any one but Mr. Shaw. The middle ages are depicted ideally. Cauchon, whom history writes down a scoundrel or as human at the best, and his fellows whom any student of Chaucer, who wrote a generation before they lived, can picture, become the mouthpieces of the philosophy of Catholicism. And into this ideal world enter Mr. Shaw as The Maid pursued by the Shavian caricature of an Englishman. From the point of view of art and drama, the truth is the effect of a woman, we do not behold the tragedy of a woman, we see the neurotic or saint, who had faith in herself and her mission, and who inspired the people with the faith, and who lost that faith. "My god, my god, why hast thou forsaken me?" We have nothing but moralising and jokes, generally topical ones, interlarded with scenes of pseudo-poetry like the kingfisher episode, and purple patches about the light of the sky and the fields and the towers.

The weakness of the whole play is seen in the necessity for the epilogue, not in the epilogue itself, which is possibly the best scene in the play as it stands. If Mr. Shaw had viewed the life and death of Joan from above, if he had seen it all in its splendour and its tragedy, he could have said over her death, "It is finished." For though the fact of her life was over, the truth of her life remained. But he cannot distinguish the fact of her life from the actual fact. "As to the epilogue," he writes, "I could hardly be expected to satisfy myself by implying that Joan's history in the world ended unhappily with her execution instead of beginning there. It was necessary, by hook or crook, to show the canonized Joan as well as the incarnated one; for many a woman has got herself burnt by carelessly whirling a matchstick into the drawing room fire-place, but getting canonized is a different matter, and a more important one." A poor excuse. A great poetic drama, and by poetic I do not mean one necessarily written in blank verse or alexandrines, would have made the truth sufficiently clear. But Mr. Shaw with his philosophy of evolution cannot see things that way. The present is foolish and irrational and cannot be justified at all. He must say "How long, O Lord, how long?" The vision of the truth which is eternal is not vouchsafed him; he can see the folly and futility but not the beauty and the glory, and he cannot attain to the final height of art and make his audience spectators of their own tragedy. He cannot rise above the actual and it is in the future he must seek comfort and justification, a future as mythical and precarious as the present. To the question of Ivan Karamazov, the godfather, "Surely I haven't suffered, simply that I, my crimes and my suffering, may mature the soil of the future harmony for somebody else?" Mr. Shaw has no answer. He remains a barbarian.

H. R. H.

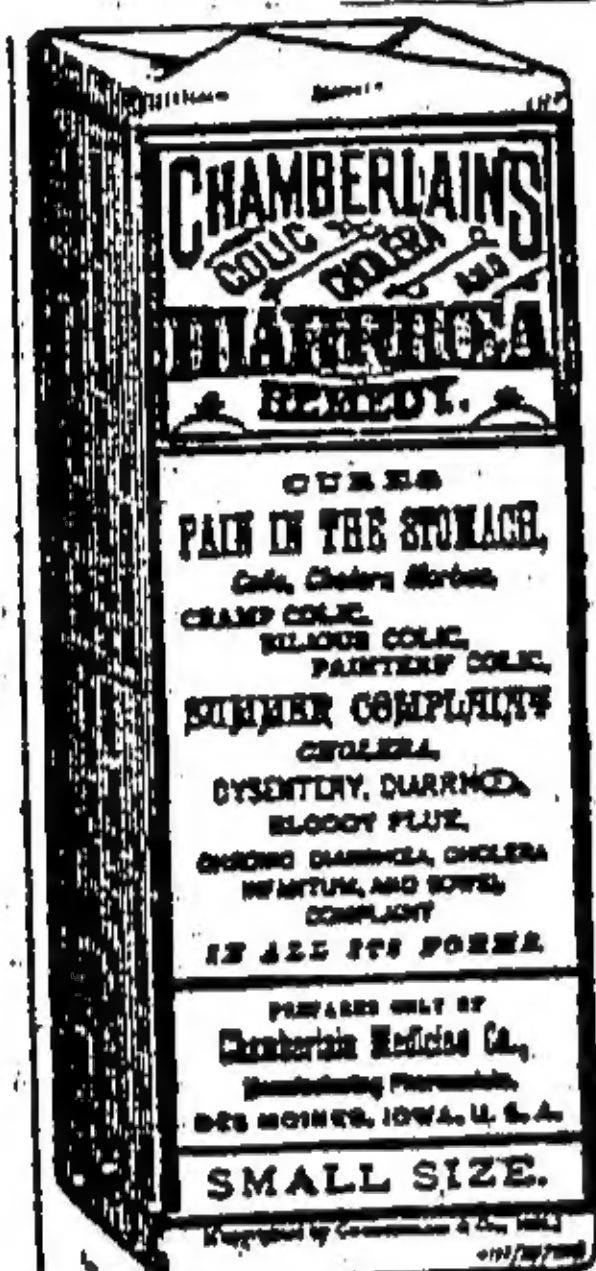


ALWAYS IN STOCK.

**"AILSA CRAIG" MARINE MOTORS**  
 "ALL PURPOSE" & "NO TROUBLE" MARINE POWER UNIT  
 LIGHT and HEAVY DUTY 6 to 45 H.P.  
 AILSA CRAIG "KID" 10-14 H.P. FUEL CONSUMPTION 1 OF A GALLON KEROSENE PER HOUR  
 THE IDEAL ENGINE FOR BOATS FROM 16 FT. TO 45 FT. IN LENGTH

COMPLYING WITH THE BOARD OF TRADE AND LLOYD'S REGULATIONS.

APPLY TO **Messrs. BODWELL & Co., Ltd.**  
 QUEEN'S BUILDINGS.  
 FOR FULL INFORMATION.



Supplied by All Chemists

Physicians prescribe Chamberlain's Colic and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale everywhere.

SHIPBUILDERS,  
 SHIP REPAIRERS,  
 BOILER MAKERS,  
 FORGE MASTERS,  
 OXY-ACETYLENE AND  
 ELECTRIC WELDERS,  
 MECHANICAL AND  
 ELECTRICAL  
 ENGINEERS.

**THE TAIKOD DOCKYARD & ENGINEERING COMPANY**  
 OF HONGKONG, LIMITED.  
 DRY DOCKS  
 Length 787 Feet  
 Length on Blocks 750 Feet  
 Dept. on Centre of SHIP (CL.W.O.S.T.) 34 ft. 6 ins.  
 THREE SLIPWAYS.  
 Capable of Handling Ships Up to 3,000 Tons Displacement.  
 Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius

**BUTTERFIELD & SWIRE, AGENTS.**  
 HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKODOCK, HONGKONG."  
 TELEPHONE NO. 212.  
 CABLE PLAC: "O" OVER "ANG, HONGKONG."



**KEATING'S**  
 FOR EUROPE AND AMERICA.  
 INDIA, AUSTRALIA, &c.  
 Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS with which is incorporated "THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance—\$13 per annum for delivery in Hongkong including Postage to any part of the world—\$17.

The man who knows the climate, knows

**Calvert's**  
 20% Carbolic  
**MEDICAL SOAP**

He can tell you the occasions when such a strong antiseptic soap is needed—as it so often is in this Climate. Examine the name and trade mark on the box to make sure that you get the genuine (British made) tablet.

Of all Bazaar Dealers & Chemists.  
 F. C. CALVERT, MANCHESTER, ENGL.

LOCAL PIRACY REGULATIONS.

(Continued from page 4.)

NOTES ON PIRACY AND ITS PREVENTION.

BY THE SENIOR NAVAL OFFICER IN CHARGE OF WEST RIVER PATROLS.

PREVENTION OF PIRACY—PRESENT SYSTEM.

1.—At present shipping is protected against piracy by the following methods.  
 (a) *British Gunboats*.—These are distributed about the rivers and the Delta according to signs and information received. They are a mobile force which can be switched to any area required. Piracy suppression is by no means the only duty they have to perform. The flag has to be shown and British interests in general protected.

(b) *Armed Launches*.—At present these are tied down to conveying the Hongkong-Kowloon river steamers. They run on a regular time-table and convey ships through the most dangerous areas between their convey work they patrol adjacent waterways. As long as they are with a convey no piratical attack is likely to be made, but I am convinced that they can be far more efficiently employed with equally good protection to the river steamers and far better protection to the many small craft under the British flag if conveying is abolished and efficient patrolling instituted instead. At present every pirate and local inhabitant knows exactly when the convey and its guard launch will pass and can make their plans to pirate a tow before or afterwards in perfect safety.

(c) *Armed Guards on board Ships*.—When piracy became serious it was obvious that some means of protection had to be provided and against internal piracy in particular. The danger of any well-found ship being successfully attacked from the outside was, and in my opinion is, very small indeed, provided she was in the hands of efficient officers. I should be very sorry to try an attack on any of the river steamers by means of launches or junks as long as the river steamer was under way and under control and the officers wide awake.

It therefore came to a question of convey or armed guards. To convey the regular river steamer traffic and also the sea-going ship traffic to Canton and Kowloon means a very large number of fast convey craft continuously employed. Also as the speed of the convey is that of its slowest ship a great deal of inconvenience is caused to the better found vessels. On the other hand to let all ships proceed independently and yet be safe means a large number of armed guards on each ship.

At the time no conveying launches were available and it was found quite impracticable to get the necessary Naval Officers and ratings to man any large number of launches. It therefore suggested that the cheapest and safest method to adopt was to make the Canton and Kowloon river steamers sail in convey, a large and efficient armed guard being placed in one steamer in each convey. These were to be armed with machine guns and be available not only to protect their own vessel but also to go to the help of any vessel belonging to the convey if attacked. This system was adopted and continues to the present time. It has certainly been effective in preventing piratical attacks but it has also aroused a good deal of discontent amongst ships' officers and owners who do not like the guards or the delay caused to the better found ships.

(d) *Grilles*.—The original system of grilles was greatly extended. Here again whilst undoubtedly very valuable against internal piracy the extended use of grilles is inconvenient from many of the officers and owners' point of view. Also it has the serious defect that in case of a collision any hitch in opening the necessary grilles may result in enormous loss of life, although the obvious resort to that argument is that unless a river steamer can be reached at once or outside assistance is at hand, the loss of life is bound to be great in any case. Still the mere fact that the passengers would feel that they were cooped up like rats would precipitate a panic and hinder the ship's staff.

(e) *Police inspection and searches*.—It is undoubtedly most valuable and should be continued. Practically all attempted piracies have been on outward bound ships from Hongkong and strict searching at that end is a necessity. The Customs at Kowloon are also very efficient in supervising their end.

ALTERNATIVES TO THE PRESENT SYSTEM.  
 In my opinion the only alternative to the present system is to increase the number of armed launches available. If five more armed launches were provided and manned by R.N. Officers and men then the carrying of large armed guards and the sailing in convey could be abolished. The system of grilles could also be very much decreased.

With the present four armed launches plus five additional armed launches a system of efficient patrols could be instituted covering the Pearl River and from Wangmun to Kowloon. The number would not be sufficient to cover the West River above Kaukung unless the patrol line elsewhere was weakened. It would also leave the open sea gap between Hongkong waters and the Bocca, Tigris forte and Wangmun but as river steamers are generally in sight of each other in these parts a successful attempt to pirate them there should be very difficult. It would leave the Macao traffic to itself as at present.

(Continued on page 9.)

VISITORS AT HOTELS.

**HONGKONG HOTEL**  
 Mr. N. Aall  
 Mr. L. Adler  
 Mr. R. T. G. Aitken  
 Mr. W. S. Allen  
 Mr. & Mrs. A. W. Van Andel  
 Mr. & Mrs. P. Anderson  
 Mr. G. Apfelbaum  
 Mr. W. Archibald  
 Mr. & Mrs. Bagram  
 Mr. F. C. Banham  
 Mr. & Mrs. Beale  
 Mr. R. C. W. Behrend  
 Mr. E. R. Bell  
 Mr. V. Benjamin  
 Mr. & Mrs. T. O. Bennett  
 Mr. J. Bennetts  
 Mr. & Mrs. Benson  
 Mr. E. Bickerton  
 Mr. E. J. Birbeck  
 Mr. M. Black  
 Mr. Blackthorn  
 Mr. G. Bowack  
 Mr. A. W. Graham  
 Mrs. O. R. Brown  
 Mr. T. B. Brown  
 Mr. H. C. Burdick  
 Mr. G. W. Burne  
 Mr. A. Campbell  
 Dr. Christopherson  
 Mrs. Christopherson  
 Mrs. S. Christopherson  
 Mr. & Mrs. W. A. Cornell  
 Mr. H. M. Dalgarro  
 Mr. G. E. Dangoor  
 Mr. & Mrs. C. E. Davies  
 Mr. & Mrs. E. Deacon  
 Capt. Dickens  
 Mr. S. T. Dockray  
 Miss M. Eccles  
 Mr. & Mrs. E. E. Ellis  
 Mr. F. M. Ellis  
 Miss M. Ellis  
 Mr. Carl Foss  
 Mr. Francis  
 Mrs. J. Franklin  
 Dr. Douglas R. Gawler  
 Mr. D. Gemmell  
 Sir George and Lady Gibb  
 Mr. G. H. Gibson  
 Mr. L. M. Gill  
 Dr. R. E. Gill  
 Mr. & Mrs. J. Gould  
 Mr. P. Griffin  
 Mr. & Mrs. J. Griffith  
 Mr. L. E. Gros  
 Mr. & Mrs. A. H. Havel  
 Capt. T. P. Hall  
 Misses A. Hamilton  
 Mr. & Mrs. W. A. Hannibal  
 Mr. H. Hancock  
 Mr. A. Hanson  
 Mr. G. A. Harrison  
 Mr. J. Scott Harrison  
 Mr. E. H. Hausermann  
 Mr. W. D. Hawkes  
 Mr. & Mrs. C. A. Henderson  
 Mr. A. F. Henry  
 Mr. & Mrs. Hersee  
 Mr. & Mrs. A. Hicks  
 Mr. & Mrs. Bannerman  
 Miss Bergstrom  
 Mr. & Mrs. J. Behar  
 Mr. & Mrs. A. Brockett  
 Mr. & Mrs. A. E. A. Carleton  
 Dr. Deccan  
 Mr. & Mrs. T. C. Deking  
 Dura  
 Mr. & Mrs. C. T. Fowle  
 Messrs W. L. Franklin  
 and M. Walk  
 Mr. & Mrs. L. H. Gear  
 and daughter  
 Mr. & Mrs. J. Hayman  
 daughter and maid  
 Dr. J. W. Anderson  
 Mr. & Mrs. A. Arthur  
 Mr. & Mrs. T. Arthur  
 Miss E. B. Bailey  
 Mr. & Mrs. L. C. F. Bellamy  
 Mr. J. W. C. Bonnar  
 Mr. W. H. Bourne  
 Mr. M. J. Breen  
 Col. & Mrs. C. Russell  
 Miss P. W. Brown  
 Mr. S. D. Carleton  
 Mr. J. O. Carpenter  
 Mr. H. B. Cleland  
 Miss M. Cooper  
 Mrs. L. H. Cornack  
 Mr. & Mrs. W. A. Cornell  
 Mr. & Mrs. J. D. Dancy  
 Lt. Col. R. A. Dobbin  
 Mr. E. C. Duncan  
 Mr. & Mrs. J. Duncan  
 Mr. W. E. Dye  
 Mrs. Somers Ellis  
 Miss Ellis  
 Mr. & Mrs. W. A. Eustace  
 Miss A. Forbes  
 Miss G. Fortegill  
 Mr. R. I. W. Foster  
 Mr. & Mrs. F. F. P. Franklin  
 Lt. G. C. Frederick  
 Mr. & Mrs. W. D. Goodfellow  
 Mr. & Mrs. J. M. Gordon  
 Mr. & Mrs. Geo. W. Grey  
 Mr. & Mrs. B. A. Hale  
 Miss M. B. Hall  
 Mr. & Mrs. J. Hancock  
 Mr. J. B. Hawker  
 Mr. & Mrs. W. J. Hawker  
 Lt. Comdr. G. F. Hole  
 Mr. H. Howell  
 Miss O. C. Jenkins  
 Mr. G. S. Hughes-Jones  
 Mr. W. A. Jones  
 Mrs. G. Kennedy  
 Mr. M. F. Key  
 Mr. & Mrs. E. F. Kil  
 Mr. F. H. Hill  
 Mr. H. M. Hodges  
 Mr. B. Ingle  
 Mr. G. I. Johnston  
 Mr. C. P. Kershaw  
 Mr. & Mrs. Jean Knott  
 Mr. & Mrs. E. M. Kolodkin  
 Mr. & Mrs. J. R. Kramman  
 Mr. & Mrs. C. Lauritzen  
 Miss L. Lawton  
 Mr. P. F. Lefevre  
 Mrs. E. Liddle  
 Miss H. Little  
 Mr. W. H. Lowell  
 Mr. G. H. Lynott  
 Mr. Fred B. Marshall  
 Miss E. May  
 Messrs R. A. & R. N. May  
 Mr. D. McCallum  
 Mr. J. McGee  
 Capt. A. W. McKinley  
 Mr. J. H. Michael  
 Mr. E. W. Miller  
 Capt. Mills  
 Mrs. L. Mills  
 Mr. C. H. Montague  
 Mr. T. H. Moore  
 Mr. A. S. March  
 Mr. W. Norwood  
 Mr. E. H. O'Farrell  
 Mr. F. Olson  
 Mr. P. Pack  
 Mr. & Mrs. H. Pearson  
 Capt. & Mrs. M. Pearson  
 Mrs. M. L. Phillips  
 Mr. A. R. Pollock  
 Mr. & Mrs. B. Powell  
 Mr. P. Powell  
 Mr. F. G. Prens  
 Mr. & Mrs. Priestley  
 Jangle Furry  
 Mr. M. J. Quist  
 Mr. B. Riley  
 Mr. C. Rosholm  
 Mr. F. L. Robbins  
 Mr. C. Rosholm  
 Mr. Alex. Rose  
 Mr. M. Rosster  
 Mr. A. H. Rowe  
 Mr. E. Bus  
 Mr. & Mrs. G. Schreyer  
 Mr. & Mrs. S. Shand  
 Capt. Sigvald  
 Dr. F. Silvestri  
 Mr. G. Simpson  
 Mrs. M. A. Smith  
 Mr. H. A. Smith  
 Dr. H. Sommers  
 Mrs. C. Spier  
 Mr. H. J. Stokely  
 Mr. J. Thorn  
 Mr. L. A. Tobias  
 Mr. & Mrs. H. H. Tyler  
 Mr. S. L. Vailongue  
 Mr. B. A. Wadson  
 Mr. & Mrs. P. B. Warren  
 Mr. & Mrs. J. J. Wely  
 Miss F. Whittall  
 Mr. J. Whittall  
 Mr. F. N. Young

**RAIPUR BAY HOTEL**  
 Mr. & Mrs. P. M. Hodgson  
 Mr. & Mrs. Leach  
 Mr. & Mrs. E. Lund  
 Mr. & Mrs. Munner  
 Mr. Moorhead  
 Mr. & Mrs. O'Dell  
 Mr. & Mrs. J. N. Parker  
 Mr. C. B. Shank  
 Mr. & Mrs. Vander Steen  
 Lt. Col. & Mrs. Stephens  
 Mr. & Mrs. F. J. Wright

**PEAK HOTEL**  
 Mr. & Mrs. A. Lano  
 Mr. & Mrs. S. H. Langton  
 Mr. K. Larsen  
 Mr. & Mrs. G. D. Lys  
 Miss Lys  
 Major A. S. Littlejohns  
 Mr. J. D. Lloyd  
 Mr. L. M. S. Lloyd  
 Mr. W. H. Lock  
 Mr. D. C. Logan  
 Mr. & Mrs. W. Logan  
 Mr. & Mrs. T. A. Martin  
 Mrs. J. McAlister  
 Mr. R. McGregor  
 Mr. E. E. Mimmack  
 Mr. & Mrs. D. W. Munton  
 Miss Newsholme  
 Mr. W. O'Brien  
 Mr. F. E. Ollerott  
 Mr. A. E. Penn  
 Major & Mrs. F. H. Phillip  
 Mr. & Mrs. H. R. Benington  
 Mr. A. Ritchie  
 Lt. Col. & Mrs. O. Sanders  
 Mr. & Mrs. L. G. Scott  
 Mr. R. P. Shaw  
 Mr. W. F. Simmons  
 Mr. R. H. Skelton  
 Mr. & Mrs. T. H. White  
 Mr. E. H. Smith  
 Mrs. & Miss G. Stubbings  
 Mr. C. P. Sturdee  
 Mr. & Mrs. E. L. Sturdee  
 Mrs. J. S. Thomson  
 Mr. & Mrs. C. Thwaites  
 Miss Thwaites  
 Mr. A. W. Tickle  
 Mr. M. H. Tinner  
 Lt. Col. & Mrs. H. Trevelyan  
 Lady E. C. Turner  
 Mr. O. M. Viss  
 Capt. R. F. Walker  
 Capt. A. E. Watts  
 Miss G. Wilcock  
 Mr. & Mrs. F. D. Wood  
 Mr. G. C. Worral  
 Mr. & Mrs. G. Yates

Woodward's Gripe Water.

**TAKEN EACH DAY KEEPS ILLNESS AWAY**

A healthy stomach will protect young and old against most diseases. Therefore take a little Woodward's Gripe Water regularly after each meal. This will check sourness, fermentation and acidity, prevent indigestion, diarrhoea, and other internal disorders, and strengthen the entire system. Woodward's Gripe Water contains the best ingredients for instantly soothing pain, it has a delicious flavour and, being free from opiates, is perfectly safe even for a newborn babe.



**WOODWARD'S "Gripe Water"**  
 KEEPS BABY WELL  
 Eastern 1-CM & Co. Ltd.

HOME LEAVE

Insure your

**BAGGAGE**

against all risks with

**GILMANS**

4A, Des Voeux Road.

Telephone C. 290.

**SUZUKI & Co., Ltd.**  
 Sole Agents.

**SAKURA BEER**  
 Tel. Central 464, 463.  
 China Building, 1st Floor.

**MARTIN'S PILLS**

**APIOL & STEEL**  
 Sure and certain for all Female complaints. Every lady should keep a box in the house.  
 Chemists and Stores sell them throughout the world.  
 Proprietors:  
 "MARTIN, Chemist, Southampton, England."

**MORTON HOSPITAL**  
 Our expert doctors and surgeons, excellent food, and quiet surroundings, bring you real health.  
 700 PINE STREET, SAN FRANCISCO, CALIF.

To the Publisher  
**"HONGKONG WEEKLY PRESS"**  
 1A, CHANCE ROAD, HONGKONG.

Please send me the  
**"HONGKONG WEEKLY PRESS"**

from.....1924, to.....  
 addressed as follows:

NOW IN PREPARATION.

**THE DIRECTORY AND CHRONICLE**  
 1925.

FOR CHINA, JAPAN, KOREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, Etc.

SIXTY-THIRD ANNUAL ISSUE

Price ... .. \$12  
 Abridged Edition ... .. \$5

THE DIRECTORY covers the notable events, ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as an accurate GUIDE FOR THE TOURIST, giving every detail in connection with the place, its History, Topography, etc.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADES of each Country and port, would alone suffice to fill a large volume.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LISTS OF TRADES and PROFESSIONS at the larger Commercial Centres.

THE ALPHABETICAL LIST OF RESIDENTS in the Far East contains the names of over 20,000 FOREIGNERS,

arranged, with the Initials, as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS of the principal ports of the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

THE CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs, Tariffs, Trade Regulations, Chambers of Commerce, Societies of Commissioners, Consular and Court Fees, Hongkong Stamps, Duties, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

It is published at the Office of the "HONGKONG DAILY PRESS."

The Directories and Descriptions are of—

CHINA		
Peking	Soochow	Canton
Tientsin	Chinkiang	Kowloon
Pootung	Nanking	Lappa
Chinwangtao	Wuhu	Shanghai
Taku	Kewling	Kangmoo
Anking	Yochow	Wuchow
Manchurian	Shanghai	K'Chauwan
Trade Cities	Shanghai	Pakhoi
Newchwang	Chungking	Hankow
Dairen	Hangchow	Longchow
Port Arthur	Ningpo	Mingtsu
Chefoo	Wenchow	Hokow
Wohaiwei	Santow	Bremsa
Tientsin	Poochow	Yungchun
Shanghai	Amoy	Changchun
Hankow	Kiuki	Hunghun
Swatow	Lungchow	

JAPAN & FORMOSA		
Tokyo	Moji	Keelung
Yokohama	Nagasaki	Taipei
Kobe	Hakodate	Tainan
Shimonoseki	Kyoto	Takow
Osaka	Tamori	Anping

EASTERN SIBERIA		
Vladivostok	Nicolajewsk	

CHOSON (KOREA)		
Seoul	Wonsan	Mokpo
Chungju	Fusan	Chinnampo
Kunsan	Pingyang	Songjin

HONGKONG AND ITS DEPENDENCIES, MACAO, FRENCH INDO-CHINA.

HONGKONG AND ITS DEPENDENCIES		
Hanoi	Quinhon	Saigon
Haiphong	Annam	Cambridge
Tonkin	Hue	Cholon
Provinces	Tourane	

PHILIPPINES		
Manila	Iloilo	Cebu
		Zamboanga

BORNEO		
Sarawak	Brunei	Labuan
British North Borneo		Sandakan

MALAY STATES		
Perak	Selangor	Pahang
Negeri Sembilan	Johore	Kedah
Kelantan	Tringganu	Perlis

SEALTS SETTLEMENTS  
 Singapore, Penang, Malacca, Port Swettenham

NETHERLANDS INDIA  
 Batavia, Samarang, Padang, Buitenzorg, Sourabaya, Manassah

EAST COAST OF SUMATRA  
 British and American Squatters in CHINA AND JAPAN.

OFFICES OF COAST & RIVER STEAMERS





REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAPAN via K'ung	In port	30th Jan.	BATAVIA
TJILONG	JAVA via M'ar	1st Feb.	5th Feb.	AMOT & SHANGHAI
TJIBODAS	SHANGHAI	3rd "	5th "	AMAMAR & SOERABAYA
TJIBONDARI	JAVA via BATAVIA	8th "	12th "	SHANGHAI
TJILBOET	JAPAN	12th "	14th "	BATAVIA
TJIKEMBANG	SHANGHAI	18th "	21st "	BATAVIA
TJIRINI	JAVA via M'ar	23rd "	26th "	AMOT & SHANGHAI
TJIMANOEK	JAVA via M'ar	28th Mar.	10th Mar.	JAVA

Wireless Telegraphy.  
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.



## HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.

Regular Four-weekly Service between  
Japan, Vladivostok, China, Hongkong, Manila, SingaporeGenoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and  
North Continental PortsSAILINGS FOR GENOA, MARSEILLES, ROTTERDAM,  
AMSTERDAM, HAMBURG AND BREMEN.

S.S. "OLD KERR"	27th Feb. 1925
S.S. "GEMMA"	15th March
S.S. "ZOSMA"	1st April

## ARRIVALS FROM EUROPE:

S.S. "GEMMA"	6th Feb. 1925
S.S. "ZOSMA"	10th March

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LIJN.

Telephone Central No. 1574.

Yook Building.

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED, GOTHENBURG.

Regular Monthly Freight Service for  
VALENCIA, HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG,  
COPENHAGEN, GOTHENBURG AND OTHER  
SCANDINAVIAN PORTS.

M.S. "CANTON"	Will Leave on or about
M.S. "NANKING"	5th March.
	5th April.

Subject to change without Notice.

For further particulars please, apply to—

GILMAN &amp; CO., LTD.

Agents.



## To EUROPE via U.S.A.

FAST route, new ships, excellent food. Through tickets can be bought in all the large cities of the Orient at special rates. Choice of American railroads. Thence the famous U. S. Lines ships from New York to Europe.

## UNITED STATES LINES

ADMIRAL ORIENTAL LINE

PACIFIC MAIL STEAMSHIP COMPANY

AMERICAN EXPRESS COMPANY

THOS. COOK &amp; SON, Des Voeux Rd., Hong Kong

Agents in Principal Cities

Managing Operators for U. S. SHIPPING BOARD

## WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

## VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS: Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, H.W.S. London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LARSEN & CLARK CHEMISTS.

## LOCAL PIRACY REGULATIONS.

(Continued from page 8.)

With a permanent patrol as suggested not only would river steamers and sea-going traffic be as safe or safer than at present but all the enormous tow traffic would be a great deal better protected. It must never be forgotten that there is an enormous trade carried on in junk bottoms towed by launches. Many of these launches fly the British flag and a very large proportion of the traffic on these two main routes is en route to or from Hongkong. Once this patrol was in working order I consider that:

(1) Sailing in convoy could be abolished.

(2) Large armed guards on board ships abolished.

(3) The grille system reduced to protection of the bridge and engine room and cutting off the 1st class from the remainder.

Some armed protection would still be necessary on board and a proper system of signals to attract the attention of the patrols whilst passing through the intervals between patrol vessels instituted for use in case of need.

One great source of weakness in all attempts to deal with the internal piracy is the personnel of the ships. The hands of the Captains should be strengthened as much as possible and inefficient officers got rid of. It is criminal to trust the lives of passengers to officers who are not always in a fit state to deal with any situation that may arise. Similarly the crews should be carefully picked and a proper system of discharge books instituted with a certain system of identification. The commanders have a great deal too much control over matters which should be in the captains' hands and the captains' tenure of their appointments on the second class steamers is far too precarious to expect a really efficient and suitable officer to accept command of such steamers.

## APPENDIX RELATING TO INDIAN GUARDS.

FEBRUARY, 1924.

11.—S.S. *Wing On*. Guard No. 559 whilst asleep on duty dropped his rifle down the stokehold.

13.—Guard No. 281 discharged after having been under the influence of drugs for 48 hours.

16.—Guard No. 52 incited the other guards to refuse to carry out their orders and argued with the chief officer with regard to his hours. On February 18th this guard left the ship without notice to the Captain or the Chief Officer.

20.—Guard No. 607 was drunk when the vessel left Hongkong.

MARCH, 1924.

6th.—Guard No. 428 was found asleep in a saloon passenger's chair 45 minutes after going on duty.

10.—Guard No. 607 was drunk whilst on duty in Hongkong and interfered with the crew, Comptroller's staff and the purser.

FEBRUARY, 1924.

M.V. *Fook Sang*. The Captain reported a sergeant to Capt. Bloxham for insubordination, insolence and mutinous conduct. The sergeant was transferred to another ship.

MARCH, 1924.

7.—S.S. *Hydrungen*. Rola Khan, Indian guard on this vessel was charged before the Marine Court with being absent from duty. This guard had been granted one hour's leave whilst the vessel was in Swatow and he failed to return before the vessel sailed. This guard was sentenced to one month's imprisonment with hard labour.

MARCH, 1924.

11.—S.S. *Sui Tai*. Guard No. 650 was at 10.50 a.m. found fast asleep whilst on duty on the bridge either under the influence of drugs or drink. This guard had previously been reported.

MARCH, 1924.

10.—S.S. *Szechuen*. After leaving Canton all the Indian guards who should have been on duty were found asleep in their bunks.

APRIL, 1924.

12.—S.S. *Chung On*. Three guards who should have been on duty were found by the Captain asleep in the mess room. On the previous Tuesday one of the guards failed to join the ship before leaving Hongkong.20.—S.S. *Dogwa*. Two Indian guards went ashore at 8 p.m. the previous evening and failed to turn up although the Captain kept back the departure of the vessel until 6.30 a.m.20.—S.S. *Kanchow*. Galem Ali, Indian guard on the above vessel, charged at the Marine Court for absenting himself from his ship without leave. Inspector Shannon said that the guard reported that he had missed his boat at 10.45 a.m. on the 24th. He said that it was the third time he had missed his boat in two months and he had been dealt with departmentally. The defendant told the

Harbour Master that he went ashore at noon on the 24th and was due back at midnight but could only get across by hiring a sampan for \$3 and he could not afford that. He waited till morning when the boat had left. Inspector Shannon said that the man had a bad record. The defendant imprisoned for one month with hard labour.

NOVEMBER, 1924.

10.—S.S. *Soo Chow*. The guards were ordered to go through firing practice in accordance with the regulations. Three of the guards completed their firing practice. It was then observed that the fourth guard had not fired but his place was taken by one of the guards who had already finished his practice. The fourth guard was then ordered to go through the firing practice when he stated that he had no knowledge whatever of fire-arms.

DECEMBER, 1924.

13.—S.S. *Taming*. An attempt to smuggle arms on this vessel was discovered by the officers. Several Chinese suspected of being concerned were chased by the ship's officers, and two guards Nos. 383 and 380 who were standing near the gangway by which the fugitives escaped made no attempt to arrest them or bar their progress.

22.—S.S. *Fatshan*. At 11 p.m. the Second Officer was in charge of the bridge. The European sergeant in charge of the Police guard walked on to the bridge. He was told by the Second Officer he was not allowed on the bridge. The sergeant then charged the Second Officer with being drunk. The Second Officer immediately sent for the Captain and the Chief Officer who ordered the Sergeant off the bridge. The matter was reported to the Captain Superintendent of Police. The Second Officer was subsequently asked by the Police Department if he would accept an apology.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

DEPART	ARRIVE	DEPART	ARRIVE
1 DEB via AMOT & SHANGHAI	"HOSANG"	Saturday, 31st Jan.	7 a.m.
SANDAKAN	"MAUSANG"	Saturday, 31st Jan.	Noon
MANILA	"YUENSANG"	Saturday, 31st Jan.	3 p.m.
TENTRIN via CHEFOO	"TAKSANG"	Sunday, 1st Feb.	7 a.m.
SHANGHAI via SWATOW	"YUSANG"	Sunday, 1st Feb.	7 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 1st Feb.	10 a.m.
BANGKOK via SWATOW	"HOPSANG"	Monday, 2nd Feb.	Noon
TRINGTAU via SWATOW	"KWONGSANG"	Wednesday, 4th Feb.	7 a.m.
SHANGHAI	"KUTSANG"	Wednesday, 4th Feb.	3 p.m.
STRAITS & CALOUTTA	"WOSANG"	Friday, 6th Feb.	7 a.m.
SHANGHAI via SWATOW	"KINGSANG"	Sunday, 8th Feb.	7 a.m.
SHANGHAI via SWATOW	"RINSANG"	Monday, 9th Feb.	Noon

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALOUTTA-HONGKONG-JAPAN LINE	EVERY TEN DAYS
SHANGHAI-HONGKONG LINE	EVERY THREE DAYS
HONGKONG-MANILA LINE	EVERY SATURDAY FROM BORN PORT
HONGKONG-HAIPHONG LINE	EVERY SUNDAY FROM BORN PORT
HONGKONG-BORNEO LINE	EVERY FORTNIGHT
HONGKONG-TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG-BANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; CO., LTD.

GENERAL MANAGERS.

Telephone Central No. 315.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA &amp; JAPAN SERVICE.

## OUTWARDS.

Vessel	Due Hongkong
"PEMBROKESHIRE"	In Port
"GLENIFFER"	13th Feb.
"GLENOSLE"	18th Feb.
"GLENBRANE"	10th March

## HOMEWARDS.

Vessel	Leave Hongkong
"GLENBRANE"	17th Feb.
"PEMBROKESHIRE"	18th Feb.
"GLENOSLE"	23rd Feb.
"GLENIFFER"	27th Feb.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.;  
THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 25, and Central 2596.

## ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO JAPAN

SOLE AGENTS

MITSUI BUSSAN KAISHA LTD.

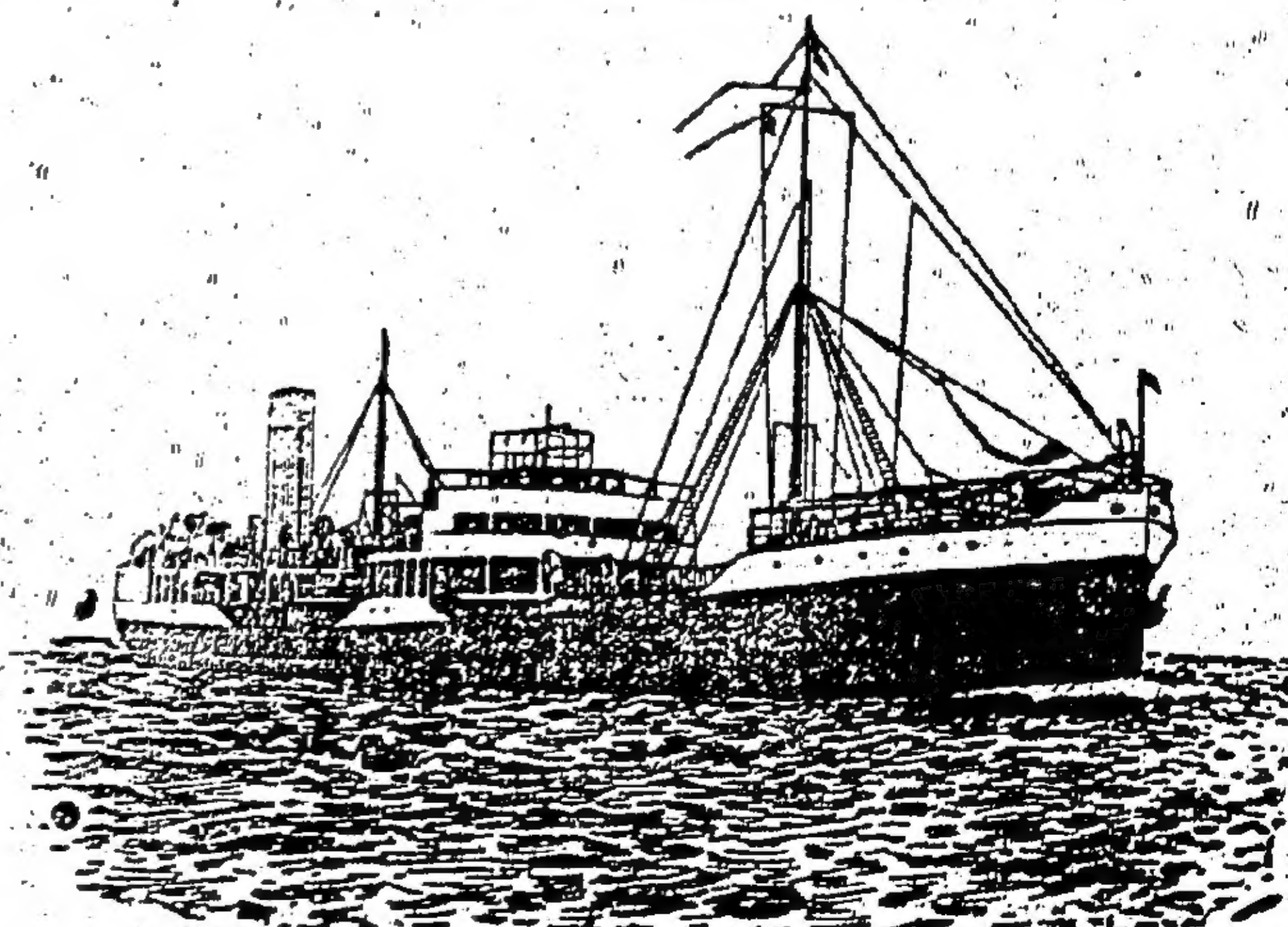
HONGKONG.



## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

[CODES USED: A1, A.R.C. Fifth Edition; Engineering: First and Second; Builders: Western Union and Watkins, Benson's, Marconi.]

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers Iron and  
Brass Founders, Forge Masters, Electricians

## OIL TANK STEAMER "PALUDINA"

427' 0" x 58' 0" x 31' 0" 9,400 tons d.w. x 9,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these DOCKS to the same order.

Please address enquiries to the Chief Manager:

M. B. DYER, Esq., M.I.N.A., Kowloon Dock, Hongkong.







# ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

## PASSENGER SERVICE.

"CITY OF KARACHI" 29th Jan. Marseilles, London, etc.  
 "CITY OF BARODA" 4th March Do.  
 "TRAFFORD HALL" 11th April Do.

"A" Class. "B" Class.

## FARES TO LONDON.

SINGLE 1st Class "A" £82. "B" £84. (Includes 2nd Class "A" £62. "B" £64.  
 Cargo Steamer, Saloon Passage £82.

For further particulars, apply to—

THE BANK LINE, LTD.  
(Tel. Central 799).

HOLYOAK, MASSEY &amp; Co., LTD., CANTON.

## BOSTON, NEW YORK &amp; BALTIMORE

Joint Service of the

## BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

"CITY OF BEDFORD" via Suez Canal 7th Feb.  
 "KT. COMPANION" via Suez Canal 19th Feb.  
 "REESUS" via Suez Canal 28th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.

## M. MESSAGERIES MARITIMES M.

## SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	1st Feb. 1925
CHATELAIN	—	—	15th Feb. "
PORTOIS	1st Jan. 1925	4th Feb. 1925	1st Mar. "
ANGKOR	15th Jan. "	16th Feb. "	15th Mar. "
FONTAINEBLEAU	29th Jan. "	2nd Mar. "	29th Mar. "
ANGERS	12th Feb. "	16th Mar. "	12th Apr. "

## RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).  
 A CLASS (1st Class) £ 95. 0s. 0d. B CLASS (1st Class) £ 83. 0s. 0d.  
 STEAMERS (2nd) £ 88. 0s. 0d. STEAMERS (2nd) £ 80. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Train at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"A" &amp; "B" loading for HAVRE, ANTWERP

"A" &amp; "B" loading for DUNKIRK, LONDON &amp; HAVRE is due

to arrive about end of February.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, Queen's Buildings.

CONSIGNATION—TRANSIT—REPRESENTATION

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOCHOW AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG — Capt. W. C. Passmore Friday, 30th Jan. at 4 p.m.  
 HAIPHONG — Capt. Ellis Walker Tuesday, 3rd Feb. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Fogao Anchorage) and Return by the same Steamers by the "HAIPHONG," "HAIPHONG" and "HAIPHONG" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO.,  
General Managers.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "EASTERN PRINCE" 1st Feb. 1925.  
 S.S. "GALIC PRINCE" 15th Feb. 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3105.

Telegrams: Furness.

(Incorporated in Great Britain)

King's Building.

## P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).  
**MAIL AND PASSENGER SERVICES**  
 STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
 DIRECT ROYAL MAIL STEAMERS.  
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MOREA"	10,911	7th Feb. Noon	Marseilles & London
"DONGOLA"	8,083	8th Feb.	S'pore, Penang, Colombo & B'way
"BARDINIA"	8,884	18th Feb.	S'pore, Penang, Colombo & B'way
"KASHMIR"	8,943	21st Feb.	Marseilles, London, Antwerp & Hall
"MALWA"	10,941	7th Mar.	Marseilles & London
"BOUDAN"	8,083	18th Mar.	S'pore, Penang, Colombo & B'way
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"RICILIA"	8,813	31st Mar.	S'pore, Penang, Colombo & B'way
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMALA"	8,083	18th Apr.	Mars. L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London
"RAGOVA"	8,884	18th May	Marseilles & London
"BARDINIA"	8,884	18th May	S'pore, Penang, Colombo & B'way
"BOUDAN"	8,083	28th May	S'pore, Penang, Colombo & B'way
"MOREA"	10,911	30th May	Marseilles & London
"MALWA"	9,118	18th June	Mars. L'don. & Antwerp
"KASHMIR"	10,941	27th June	Marseilles & London
"KASHMIR"	8,083	11th July	Mars. L'don. & Antwerp
"MANTUA"	10,902	20th July	Marseilles & London

## BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TALIA"	10,000	7th Feb.	Singapore, Penang & Calcutta
"TILAWA"	10,000	18th Feb.	do.
"TALAMBA"	8,018	25th Feb.	do.
"TAKLIWA"	7,936	6th Mar.	do.
"TAKLIWA"	7,936	16th Mar.	do.
"TAKLIWA"	7,936	30th Mar.	do.

## EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	4th Feb. 10 a.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"TANDA"	8,953	28th Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	4,000	1st April	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

The E. & A. S.S. Co., Ltd. steamers will also call at: S'hai, Malacca, Cebu, Kolumbugan, Tawau, Timor, Darwin, and other ports en route as indicated on the following:  
 Frequent connections from Australia with the following:  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TALAMBA"	8,018	4th Feb.	Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TANDA"	8,953	7th Feb.	Moji & Kobe
"TAKLIWA"	7,936	13th Feb.	do.
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe
"BOUDAN"	8,083	31st Feb.	do.
"RICILIA"	8,813	31st Feb.	Moji & Kobe
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Kobe
"KARMALA"	8,083	10th Mar.	Shanghai, Moji & Kobe
"MACEDONIA"	11,089	21st Mar.	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	3rd Apr.	do.
"BARDINIA"	8,884	4th Apr.	Moji & Kobe
"RAGOVA"	8,884	17th Apr.	Shanghai, Moji & Kobe
"BOUDAN"	8,083	28th Apr.	do.
"MOREA"	10,911	1st May	do.
"MALWA"	9,118	1st May	do.
"TANDA"	8,953	9th May	Moji & Kobe
"KALYAN"	8,118	15th May	Shanghai, Moji & Kobe
"MALWA"	10,941	29th May	do.
"ARAFURA"	4,000	6th June	Moji & Kobe
"KASHMIR"	8,943	12th June	Shanghai, Moji & Kobe
"MANTUA"	10,902	26th June	do.
"ST. ALBANS"	4,500	4th July	Moji & Kobe
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe
"MACEDONIA"	11,089	24th July	do.

As dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
 Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 All Cabins are fitted with Electric Fans free of charge.  
 Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
 P. & O. Building, Cornhill Road Central, HONGKONG. Agents.

## AMERICAN FAR EAST LINE

OPERATED FOR

## UNITED STATES SHIPPING BOARD

By STRUTHERS &amp; BARRY, Managing Operators.

## REGULAR FAST FREIGHT SERVICE

FOR SAN FRANCISCO AND LOS ANGELES  
 FROM HONGKONG BY DIRECT ROUTE  
 (22 days to San Francisco. 28 days to Los Angeles).

U.S.S. "WEST PROSPECT" — Due Hongkong 2nd Feb.  
 U.S.S. "WEST CHOPAKA" — Leave Hongkong 3rd Feb.  
 U.S.S. "WEST CHOPAKA" — Leave Hongkong 14th Feb.  
 U.S.S. "WEST CHOPAKA" — Leave Hongkong 16th Feb.

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued.

TO HAIPHONG, MANILA, CEBU AND ZAMBOANGA.  
 U.S.S. "WEST IVAN" — Due Hongkong 18th Feb.  
 U.S.S. "WEST IVAN" — Leave Hongkong 20th Feb.

TO MANILA, SAIGON, SINGAPORE AND ZAMBOANGA.  
 U.S.S. "WEST CAJOT" — Due Hongkong 5th Mar.  
 U.S.S. "WEST CAJOT" — Leave Hongkong 7th Mar.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—

STRUTHERS AND BARRY.

L. EVERETT, Inc. 1st Floor, Queen's Building.  
 General Agents, Japan, China, Philippines Islands.  
 Indo-China, Straits Settlements.  
 G. F. BRADFORD, 1st Floor, King's Building.  
 Agents, Hongkong.  
 Phone: Central 8008.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Date of Departure	Destination
SWATOW & SHANGHAI	On 30th Jan.	D.L.
SHANGHAI & TSINGTAO	On 31st Jan.	4 p.m.
SWATOW & SHANGHAI	On 1st Feb.	11 a.m.
SWATOW & BANGKOK	On 1st Feb.	11 a.m.
AMOY & SHANGHAI	On 2nd Feb.	5 p.m.
SWATOW & SINGAPORE	On 3rd Feb.	11 a.m.
SHANGHAI & TSINGTAO	On 4th Feb.	4 p.m.
HOIHOW & PAKHOI & HAIPHONG	On 4th Feb.	10 a.m.
SWATOW & SHANGHAI	On 5th Feb.	11 a.m.
AMOY, SWATOW & SINGAPORE	On 5th Feb.	Noon
SHANGHAI & TSINGTAO	On 7th Feb.	4 p.m.
HOIHOW & BANGKOK	On 8th Feb.	10 a.m.
SWATOW & BANGKOK	On 8th Feb.	11 a.m.
HOIHOW & SINGAPORE	On 11th Feb.	10 a.m.
SWATOW & BANGKOK	On 15th Feb.	11 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fokow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to transship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE.

Telephone: Central 38.

Agents.

CARGO AND PASSAGE CAN BE INQUIRED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS  
 SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Rangoon, Thursday Is., and other ports on or about
"TAIWAN"	23rd Feb.	25th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australia, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE.  
 Telephone No. Central 38. Agents.

## DODWELL &amp; CO., LTD.

## NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "KENDAL CASTLE" — Sails about 2nd Feb.  
 S.S. "WEAY CASTLE" — Sails about 2nd March

## LLOYD TRIESTINE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR  
 BRINDISI, VENICE AND TRIESTE (PIUMES).

TAKING CARGO ON THROUGH BILLS OF LADING TO  
 GENOA, ALI, ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REFURBED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

## NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "PIUMES-L" — Sails about 5th Feb. 1925.  
 S.S. "LACONIA" — Sails about 15th Feb. "

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENETIA" — Sails about 7th Feb. 1925.  
 S.S. "NUMIDIA" — Sails about 23th Feb. "  
 S.S. "LACONIA" (cargo only) — Sails about 28th Mar. "  
 S.S. "PIUMES-L" — Sails about 27th Mar. "

## NATAL LINE OF STEAMERS

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" — Sails about 16th March  
 S.S. "UMONA" — Sails about 16th April

Regular Passenger and Cargo Service to South African Ports

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED

Telephone Central 1039.

Agents.

## Y. K. K. Yamashita Steamship &amp; Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.  
 Coalmine Owners, General Coal Merchants.

## REGULAR FREIGHT &amp; PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG  
 SAILINGS FROM HONGKONG

For CANTON

For HAIPHONG via Hoihow &amp; Pakhoi

For KEELUNG via Swatow &amp; Amoy

For further particulars, please apply to—

Branch Office: 8, MITARAI, Asahi.  
 No. 37, Basah Street West.  
 Tel. Central 140 & 447.



